MOTOCROSS ACTION magazine

36630 MARCH 1976 $1.50

IND

MOTOCROSS CHAMPIONS

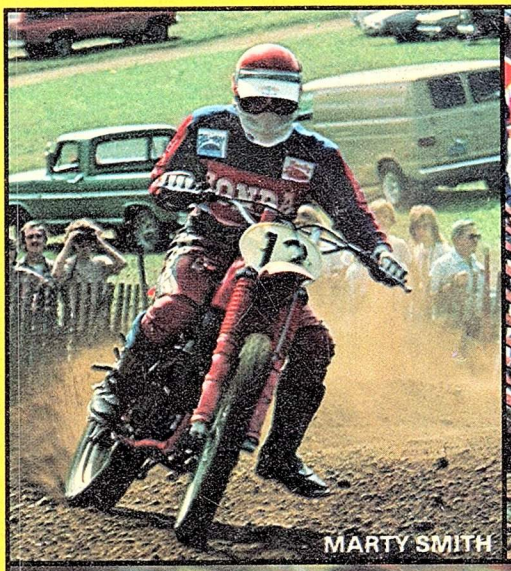
CURRENT WORLD & NATIONAL CHAMPS-

* DeCOSTER
* SMITH
* DiSTEFANO
* WEINERT
* RAHIER
* EVERTS

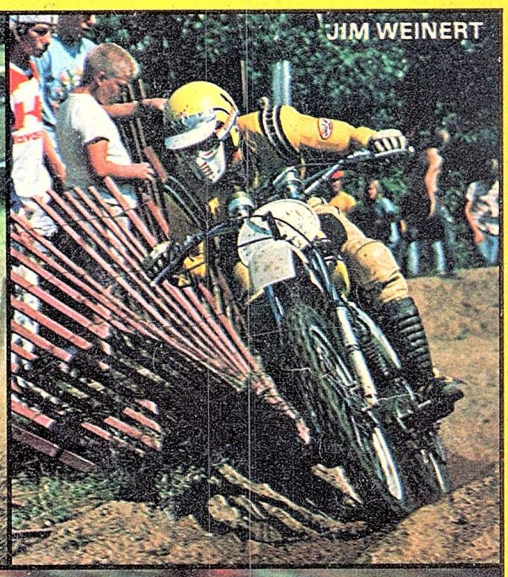
plus,

U.S. AMATEUR CHAMPS, THE STARS OF TOMORROW

and more



MARTY SMITH



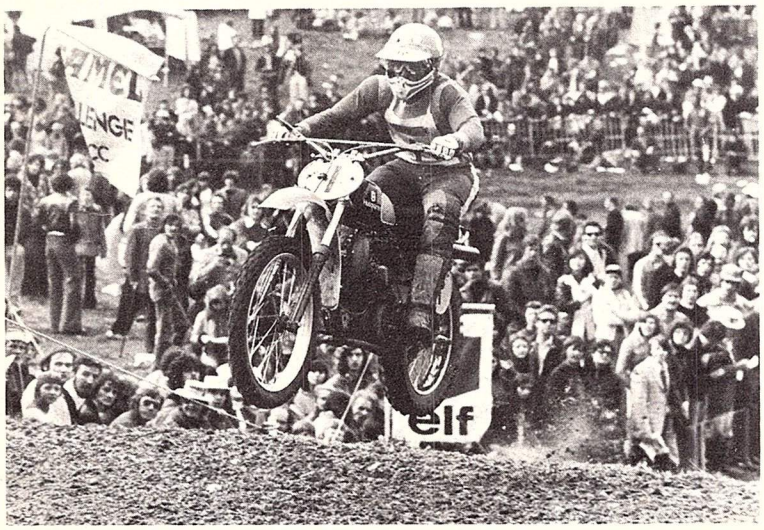
JIM WEINERT

BRAD LACKEY

BELL
SUZUKI
CHAMPION
SUZUKI
SUZ
111
SUZUKI
ABL

MOTOCROSS CHAMPIONS

(Morey photo)



(Maltais photo)

5 **INTRODUCTION**
7 **ROGER DECOSTER**
500cc World Champion
12 **HEIKKI MIKKOLA**
2nd Place, 500 Grand Prix
14 **GERRIT WOLSINK**
3rd Place, 500 Grand Prix
16 **HARRY EVERTS**
250cc World Champion
21 **HAKAN ANDERSSON**
2nd Place, 250 Grand Prix
24 **WILLI BAUER**
3rd Place, 250 Grand Prix
26 **GASTON RAHIER**
125cc World Champion
30 **GILBERT DEROOVER**
2nd Place, 125 Grand Prix
33 **AKIRA WATANABE**
3rd Place, 125 Grand Prix
36 **JIM WEINERT**
500cc National Champion
44 **STEVE STACKABLE**
2nd Place, 500 National
47 **PIERRE KARSMAKERS**
3rd Place, 500 National
49 **TONY DISTEFANO**
250cc National and Inter-AMA Champion
55 **KENT HOWERTON**
2nd Place, 250 National
58 **BILL GROSSI**
3rd Place, 250 National
60 **MARTY SMITH**
125cc National Champion
66 **TIM HART**
2nd Place, 125 National
69 **DAN TURNER**
3rd Place, 125 National
71 **JIM ELLIS**
National Indoor Champion
73 **AMATEUR CHAMPIONS**
Barnett, McGowen, Adams
76 **COMERS**
81 **WORLD AND NATIONAL RECORDS**

DICK MILLER/*Editor*
MIKE KERLEY/*Managing Editor*
PAUL BOUDREAU/*Associate Editor*
ZINO ZIMMERMAN/*Art Director*

Contributing Editors/
CHET HEYBERGER
JIM RUSSELL
PETE SZILAGYI

Contributors/
M. CHARLEY
DAVE CROOK
HERBERT DANGERFIELD
STEVE FRENCH
JIM GIANATSIS
MARCIA HOLLEY
DAVID MALTAIS
MARGERY MALTAIS
CHARLES MOREY

HI-TORQUE PUBLICATIONS, INC.

WILLIAM R. GOLDEN/*President*
JOHN SFERRA/*VP-Advertising Director*
KASS MASSEY/*Circulation Director*
LEW ROTH/*Promotion-Production Director*
ALBETH GRASS/*Advertising Coordinator*
S. F. GREEN/*Business Manager*
JEANETTE G. HARVEY/*Typography*
NANCY PAYNE/*Customer Relations*

MOTOCROSS ACTION/Motocross Champions (March 1976) is published monthly (semi-monthly in March and August) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $9.00 for 12 issues (one year). Remittance of additional $3.00 entitles subscribers to receive the Motocross Trans-AMA and Motocross Champions Specials. Foreign $2.00 additional for postage (Canada add $1.00).

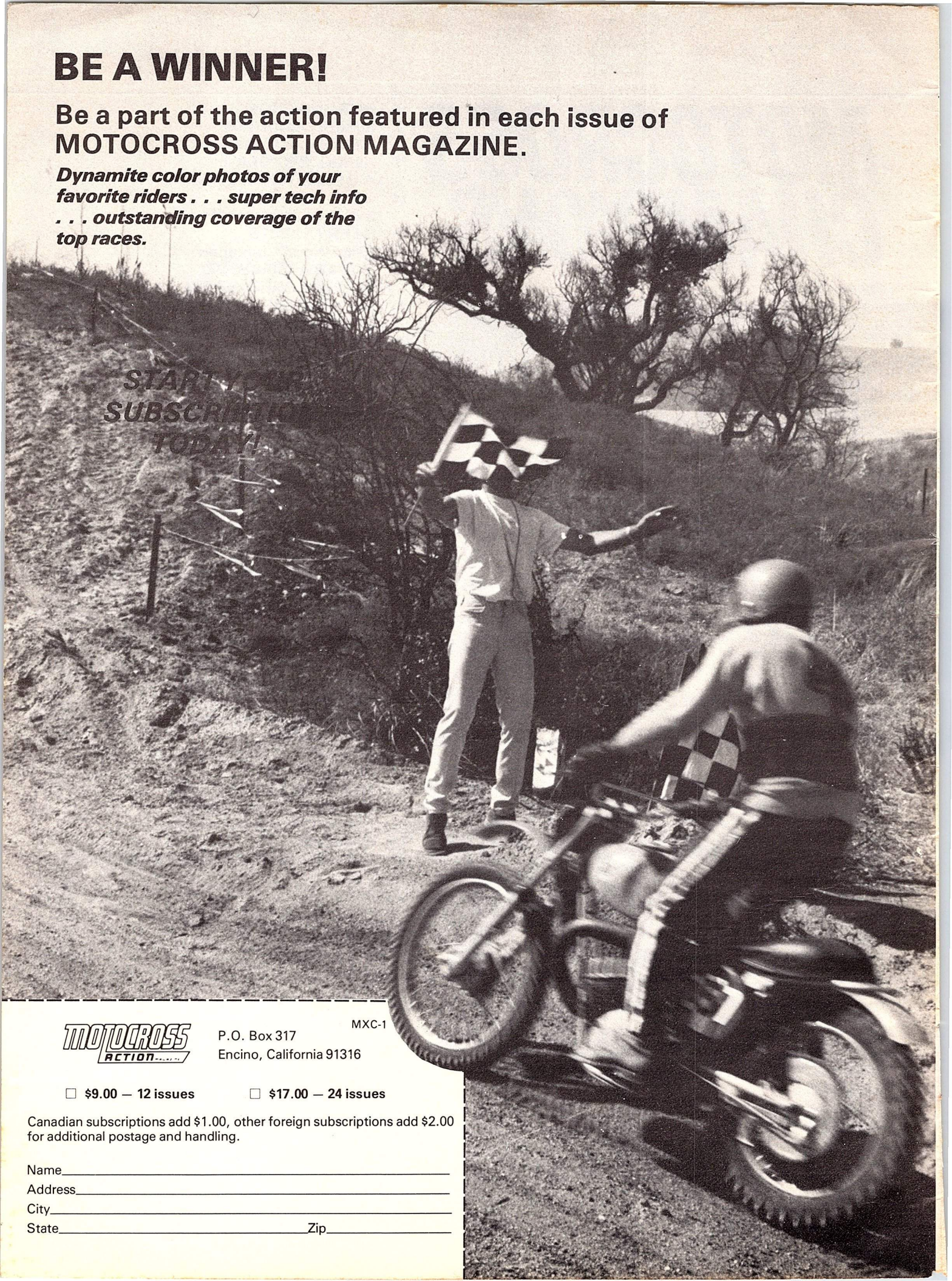
Copyright © 1976 by Hi-Torque Publications, Inc. All rights reserved. Nothing in the magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material.

Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION MAGAZINE, P.O. Box 317, Encino, California 91316.

BE A WINNER!

Be a part of the action featured in each issue of MOTOCROSS ACTION MAGAZINE.

Dynamite color photos of your favorite riders . . . super tech info . . . outstanding coverage of the top races.



MXC-1

MOTOCROSS ACTION

P.O. Box 317
Encino, California 91316

☐ **$9.00 — 12 issues** ☐ **$17.00 — 24 issues**

Canadian subscriptions add $1.00, other foreign subscriptions add $2.00 for additional postage and handling.

Name_____

Address_____

City_____

State_____ Zip_____

MOTOCROSS CHAMPIONS

Motocross began in the late 1940s following World War II, when British enthusiasts started doing something they called "scrambles" on closed courses across unimproved terrain aboard four-strokes left over from the war's army courier services. The sport spread to Europe, where its French name, "moto-cross," gained acceptance.

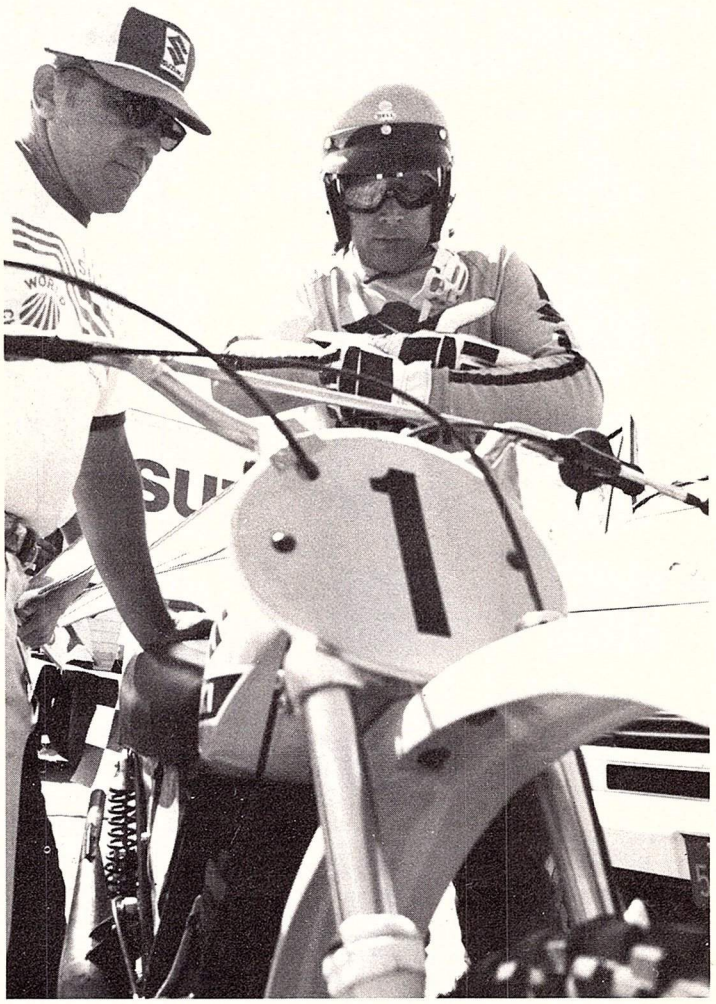
In 1952 the worldwide sanctioning body the Federation International Motocycliste awarded its first Moto-Cross Championship of Europe to Jean-Claude Leloup. Leloup campaigned a Belgian FN in what we now call the 500cc class. In 1957, the FIM recognized a 250cc class, and a German named Betzelbacher was its first champion aboard a Maico. In that same year the 500 class was designated a World Championship class for the first time, with Swede Bill Nilsson winning the first motocross World Championship aboard a Crescent/AJS. In 1963, the 250 class was given world status, with Torsten Hallman taking that first championship for Husqvarna.

The AMA first began designating U.S. champions in 1972, when Brad Lackey was the American Number One in the 500 class. Brad campaigned both a CZ and a Kawasaki that year. At the same time, Gary Jones won the first of three consecutive 250 championships he was to notch, taking a Yamaha factory machine to the National title. In 1974, the AMA granted National status to the 125 class, with Marty Smith and Honda taking the honors, and in 1975 the FIM finally granted the 125s a World Championship, won by Gaston Rahier for Suzuki.

Since 1975 was the first year in which both world and national champions were named in all three displacement categories, we at MOTOCROSS ACTION Magazine thought it appropriate to honor the current motocross champions with a special edition. Besides the winners in each of the six classes, we have included the first two runners-up, the U.S. amateur champions and some of the American riders who we feel have the best chance to be either world or national champions in the coming years.

The men you'll be reading about in the following pages are either at the top of the motocross heap or on their way. And there'll be others too, people like Marty Tripes, Gary Semics, Yoshitumi Sugio, Herman Schmitz, Gary Jones, Zdenek Velky and Jaak van Velthoven — riders who've been at the top or so near it that it would be stupid to call them "comers."

The 1976 motocross season is just beginning. See if you can pick the winners.



(French photo)

PLUS PRODUCTS, INC.
Tank, T & Sweatshirts

- COLORFUL
- DURABLE

MADE OF 100% PREMIUM COTTON

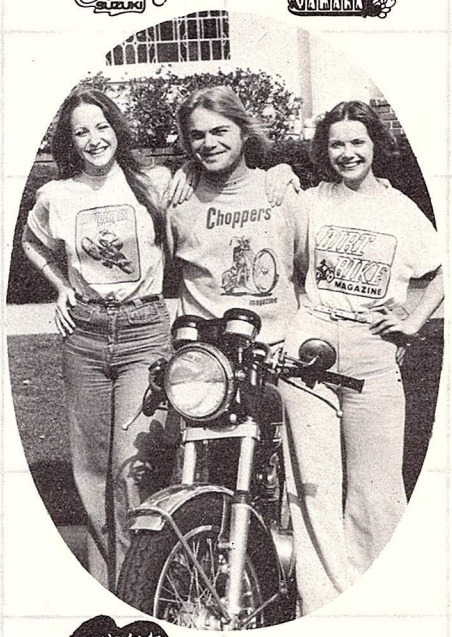
M-253 M-254 M-252 M-247 M-246 M-244

M-98 M-241 M-219 M-245 M-51 M-240

M-248 M-249 M-251 M-243 M-237 M-207

M-250 M-96 M-66 M-270

M-281 M-138 M-180 M-613



M-531 M-111 M-182 M-188

M-171 L-15 M-137 M-172

M-130 M-534 M-516 M-503 M-280 M-287

M-617 M-286 CM MX BB DB

M-255 M-110

M-621 M 543

M-592 M-170

PLUS PRODUCTS, INC.
P.O. Box 14945 Las Vegas, Nevada 89114
SIZES: S—M—L—XL

MXC-1

Tank Shirt Colors: Orange, Yellow, Blue
T-Shirt Colors: White, Red, Yellow
Sweatshirt Colors: Red, Yellow, Blue, White

T-SHIRTS, $4.45 with emblem on front. $5.45 with emblem on both sides. SWEATSHIRTS $5.95. TANK SHIRTS $3.95 with emblem on front. $4.95 with emblem on both sides. Nevada residents add sales tax. Add 50¢ per shirt for postage and handling.

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

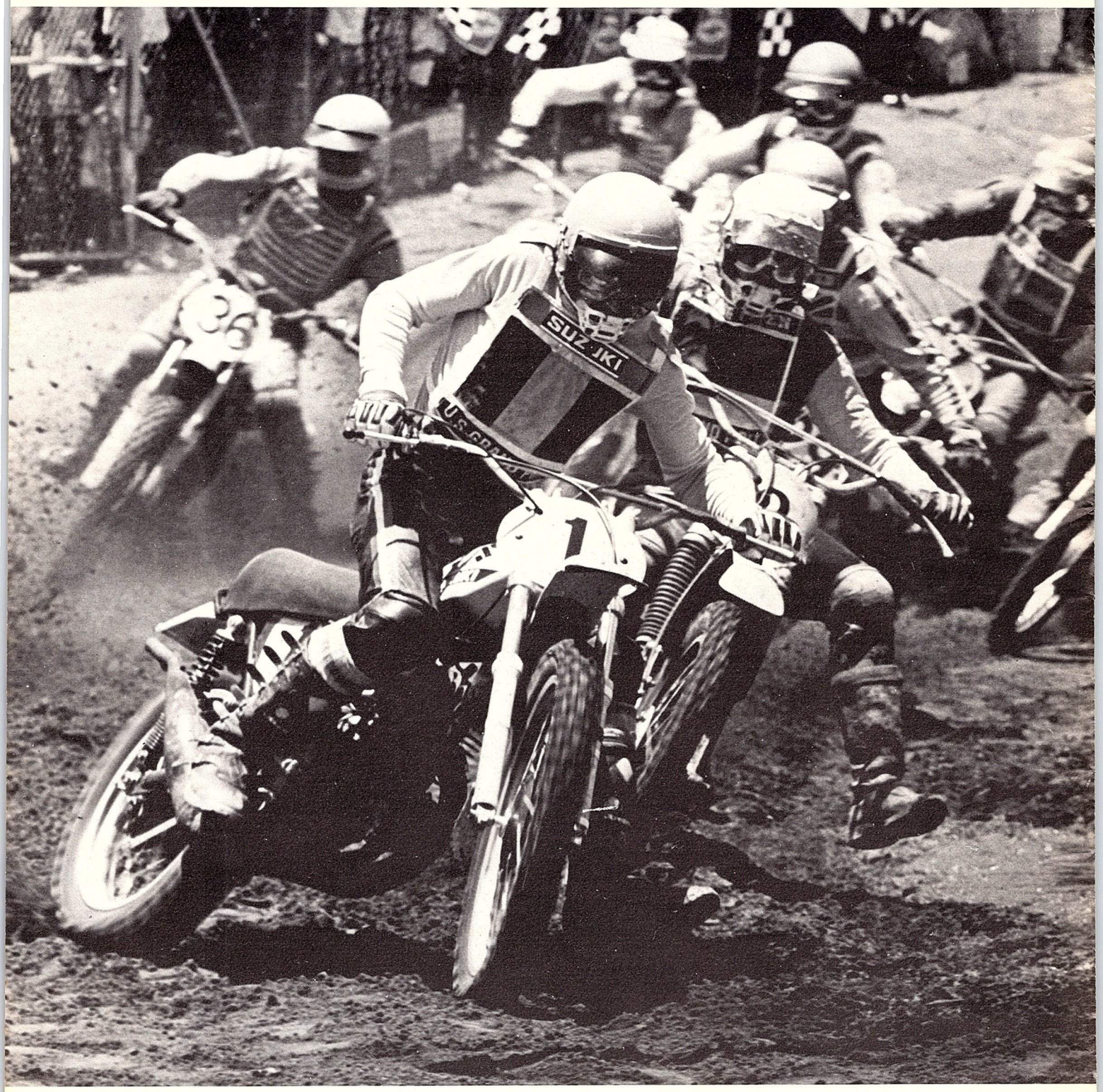
500cc GRAND PRIX, 1st Place

ROGER DeCOSTER, SUZUKI

Roger DeCoster is unarguably the most dominant figure in professional motocross in 1976. At the age of 30, the four-time World Champion towers over the sport as no man has since Joel Robert stopped winning titles in 1972. And if the record of 1975 is any indication, DeCoster's reign as the scourge of open class racing is not likely to change this year. Last season, Roger won 13 motos out of a possible 24. His nearest competitor, 1974 Champion Heikki Mikkola, won four. And he was most overwhelming when it counted, winning ten out of 14 motos during the crucial mid-season events and securing his Championship by the ninth race of the season. It was a devastating performance, far more so than DeCoster's 27-point margin in the final standings indicates. A native of Tremelo, Belgium, the 30-year-old DeCoster won his first world title in 1971, his first year with Suzuki. Prior to that, he had ridden for the CZ factory team. DeCoster has won Belgium's Outstanding Sportsman of the Year Award and is considered to be one of the finest athletes in the world. Roger won his first title, Belgium's 50cc Junior Championship, at age 13, and it's been uphill ever since. At this point in his career, no rider in the world can match the strength, style and concentration he brings to his art.

Roger DeCoster.

(Russell photo)

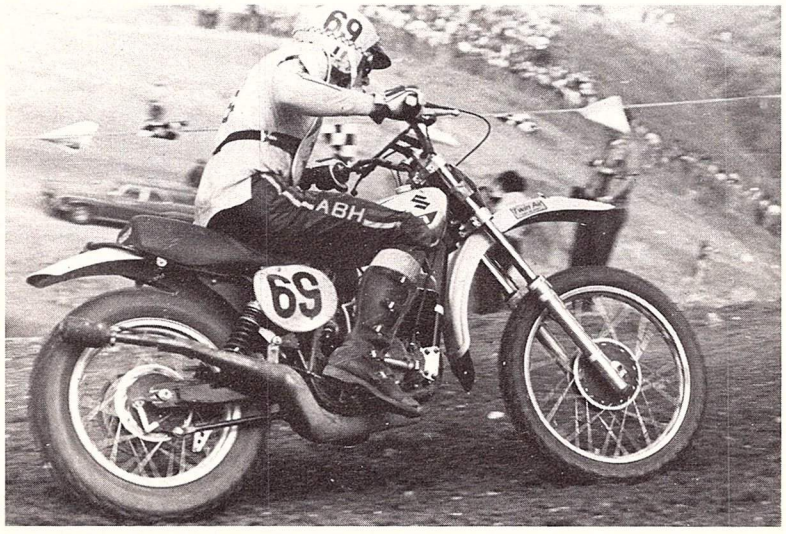


DeCoster leads the pack through the first turn at the Hang Ten Grand Prix. There is no one in the world who can match the precision and purity of the man's style. (French photo)

Roger's bike is always in the right attitude, because Roger is always in the right attitude. Here he finishes off an uphill jump at the Canadian Grand Prix. (B. C. photo)

Roger's American wife, Laurie, helps wipe off the muck after a muddy Trans-AMA.

DeCoster and Wolsink look over the faulty ignition which cost Roger the Canadian Grand Prix two laps from the finish. (B. C. photo)



Roger won his first Trans-AMA Series Championship in 1974, the year he lost his title. It seemed to matter more that year.

Despite his dislike for artificial tracks, DeCoster won the '74 Daytona event with ease. (Morey photo)

Though immensely popular with U.S. crowds, Roger always seems to have bad luck at the U.S.G.P. In 1975 he won the first moto, but a broken shock slowed his second moto charge, giving the overall to teammate Gerrit Wolsink. (Mower photo)

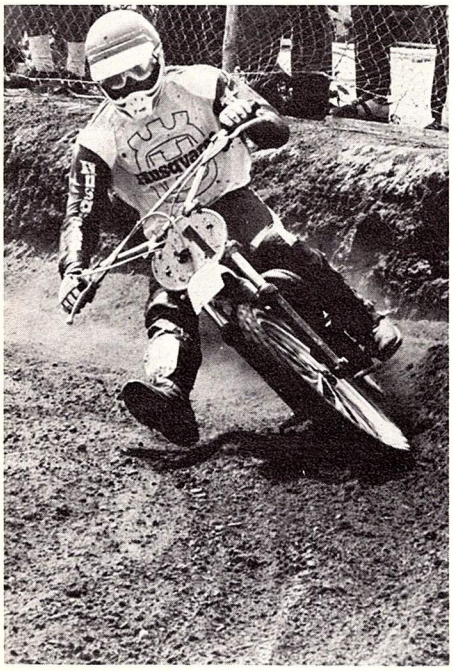
Two DNFs in the mud of Italy were DeCoster's only bad races of 1975. (Maltais photo)

SUZUKI
JAPAN

500cc GRAND PRIX, 2nd Place

HEIKKI MIKKOLA,

After racing in 250cc events on Husqvarna, first independently, then as a factory rider (his highest placing in the 250 Grand Prix Series was third in both 1972 and 1973), Heikki Mikkola switched to the 500 class and took home a World Championship to Hyvinkaa, Finland. His victory in 1974 ended Roger DeCoster's chances of winning a record-setting fourth consecutive open class world title. Well-known in the U.S. ever since his Inter-AMA Series victory in 1973, Heikki is a strong, fearless rider whose trademark is his clamped-on and wide-open style of riding and his ferocious determination. In a sport which demands the ultimate in physical conditioning, Mikkola's strength and stamina are a byword. Despite losing his crown to DeCoster in 1975, Mikkola can be counted upon for a strong showing in grand prix competition for the next several years. At 30 years old he can still put it all together and win again.

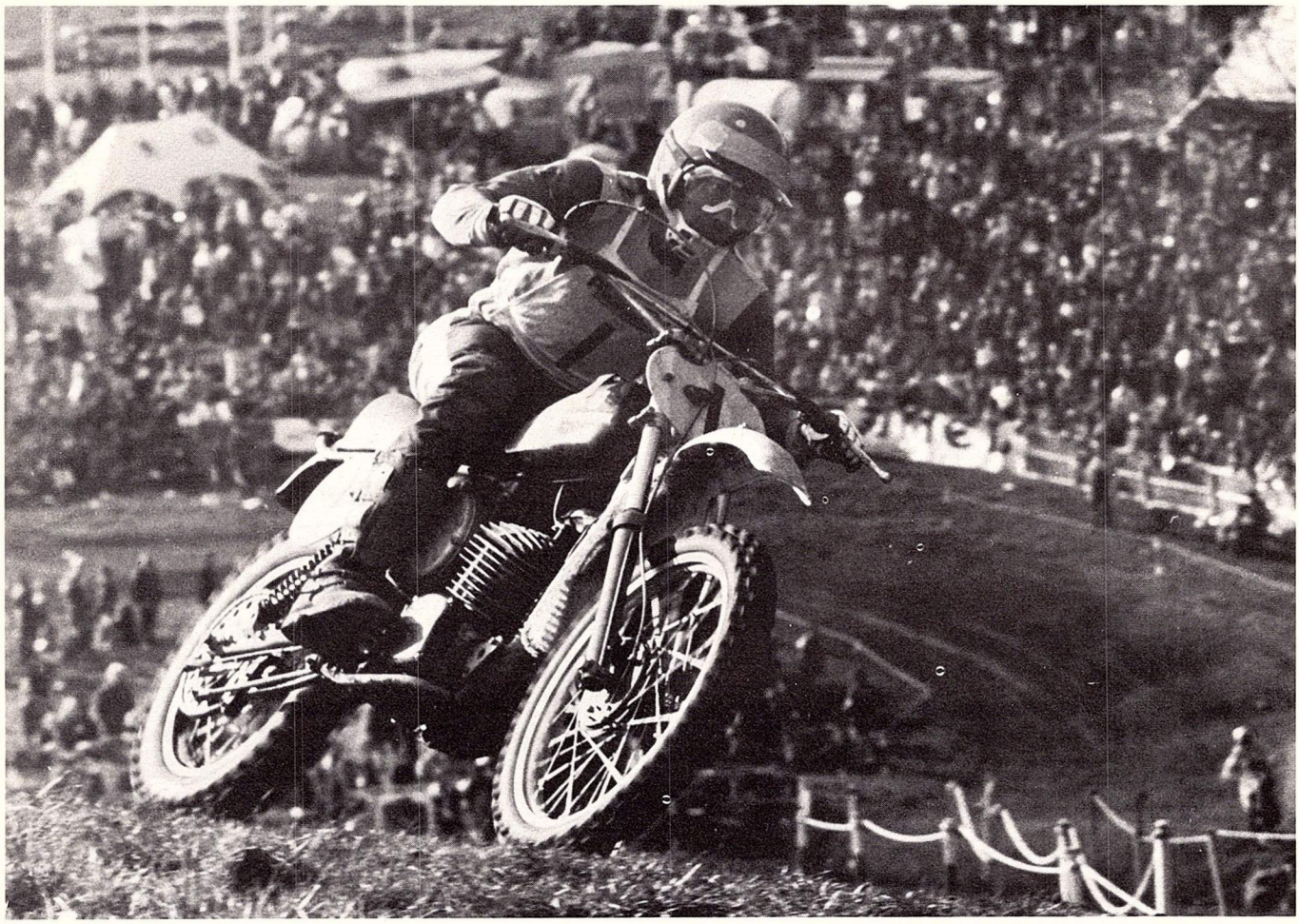


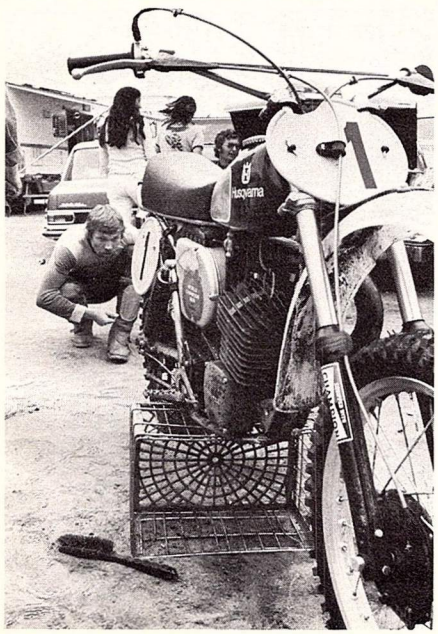
Heikki had what was a bad day for him at the 1975 U.S.G.P., finishing fourth overall after a bad first moto.

Heikki Mikkola.

HUSQVARNA

At the first GP of 1975 in Switzerland, Mikkola split wins with eventual champ DeCoster. (Maltais photo)





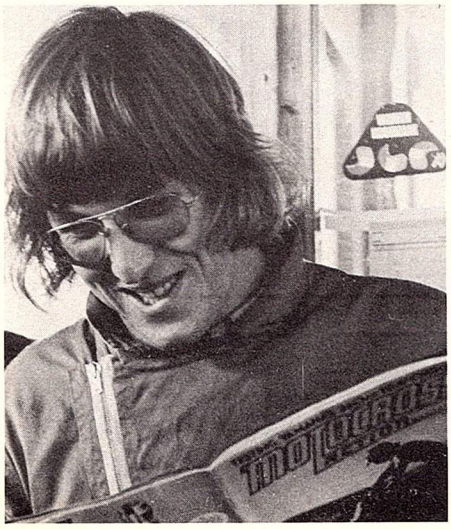
A dedicated professional, Mikkola is rarely anything but all business before a race. But afterwards he's been known to get more than a little loose.

A strong, fearless rider, Mikkola is devastating in pursuit. His chase after Gerrit Wolsink in the '74 U.S.G.P. is a motocross legend. (Holley photo)

500cc GRAND PRIX, 3rd Place

GERRIT WOLSINK,

A native of Hengelo, The Netherlands, Gerrit Wolsink has been a force on the European Grand Prix circuit ever since he switched to Maico for the 1973 season and finished fifth in 500cc competition. The following year, after a switch to Suzuki, Gerrit was a close fourth behind Adolf Weil, and last year he finished third, closing hard on Heikki Mikkola as the season came to an end. One of the strongest and most consistent riders in GP motocross, Wolsink's steady improvement from year to year makes him one of the men most likely to win a World Championship in years to come. The FIM hierarchy would probably have mixed emotions about such a win, since Gerrit is already one of the most outspoken riders on the circuit; letting organizers and jury members alike know when he feels that a track or race organization is not up to GP standards. A university-trained doctor with a degree in dentistry, Wolsink is one of the most intelligent and articulate people in motocross. Some observers feel that his close association with Roger DeCoster over the past two seasons is partly responsible for DeCoster's increasingly militant stance against poor tracks and shoddy promoters.

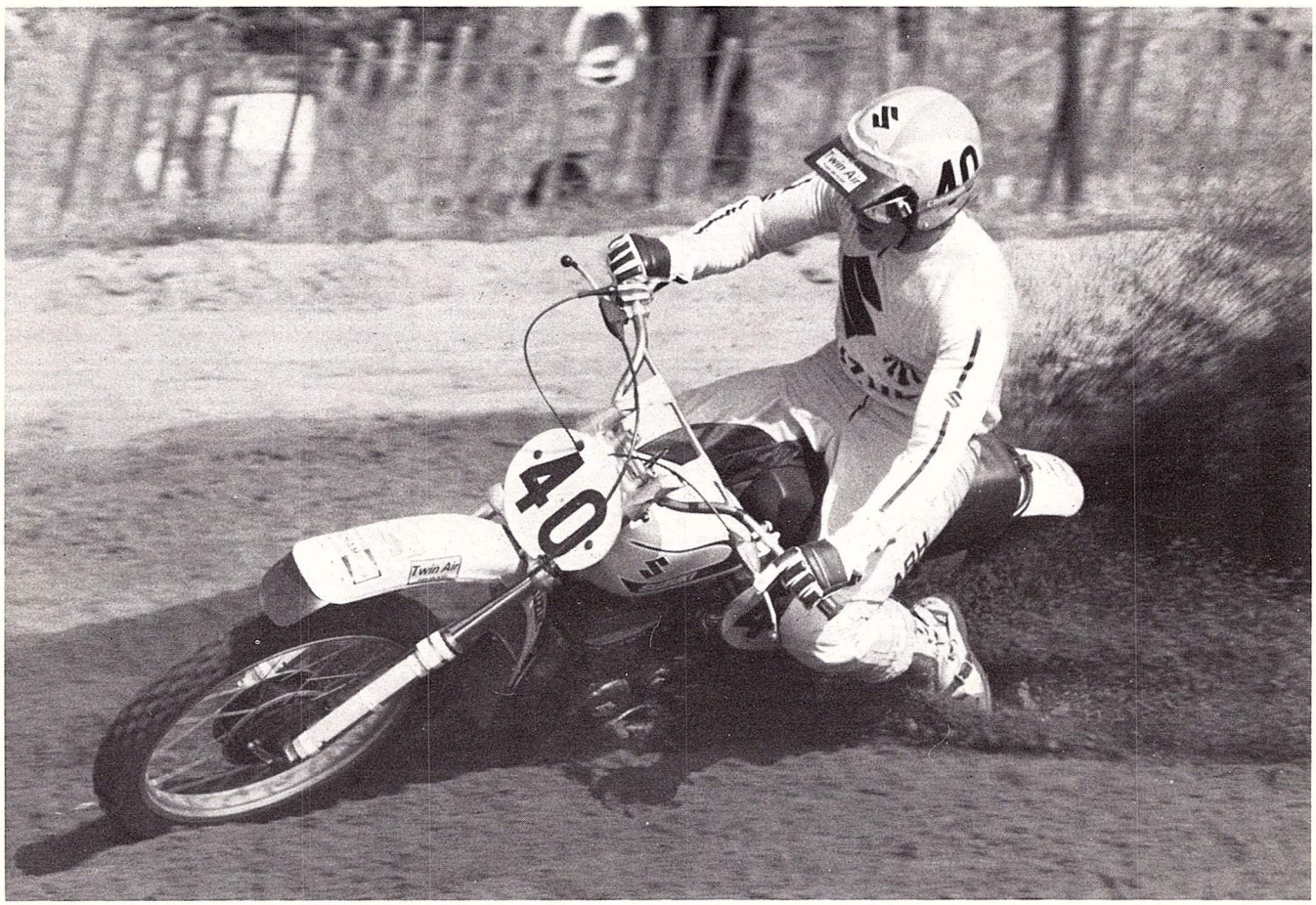


Gerrit peruses an obscure Slovakian dentistry journal to catch up on his reading. (Maltais photo)

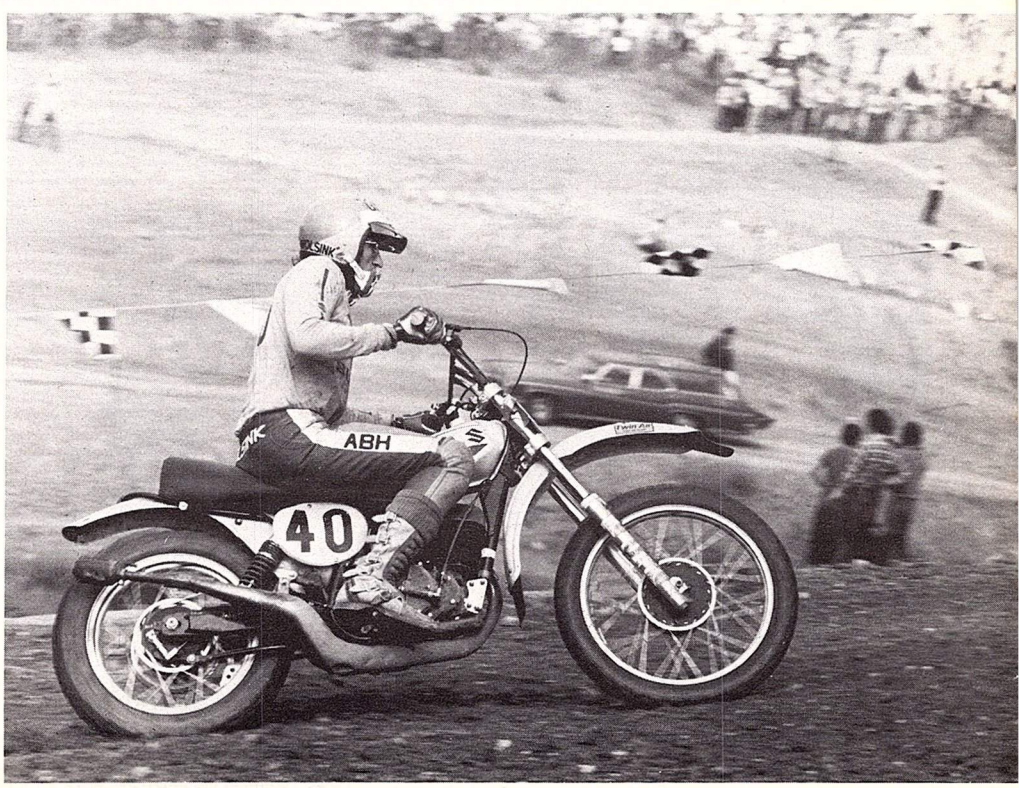
Gerrit Wolsink. (Szilagyi photo)

SUZUKI

A strong, physical rider, Wolsink is rarely spectacular but always on the gas. (Gianatsis photo)



Gerrit finished second to teammate DeCoster in the '74 Trans-AMA, after leading for several races.

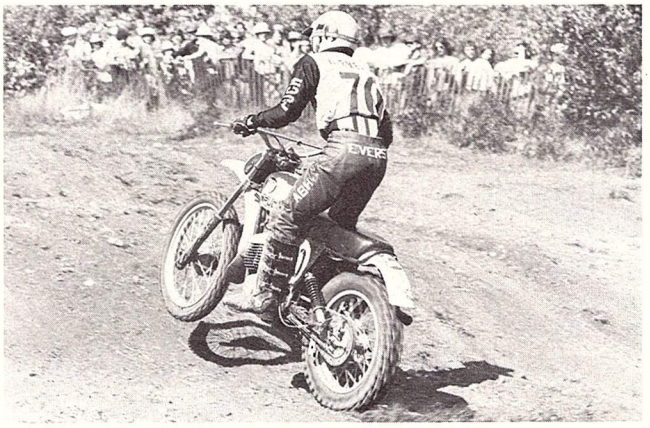


250cc GRAND PRIX, 1st Place

HARRY EVERTS,

It's been uphill all the way for Harry Everts, but the 24-year-old Belgian has managed to get to the top in a hurry. One of nine children of a Belgian miner, Harry began racing at 14 in hopes of finding a better way to earn a living. At 15 he became the Belgian Junior Champion — illegally, because in Belgium you must be at least 16 in order to race. In 1970, Everts signed a contract with Puch, riding in European 125 races as well as in some U.S. events. In 1973, he was switched to the 250 Grand Prix class, but a broken ankle and hand kept him from finishing highly. The next year, though, he finished third, setting the stage for his 1975 title. Everts won the Spanish Grand Prix, the first of the season, and by the end of the year he had compiled a record of five firsts, four seconds and three thirds to take the World 250 Championship by a 19-point margin. His youthful age and record of continuous improvement make it probable that the likable Fleming will be one of the dominant forces in grand prix motocross for years to come.

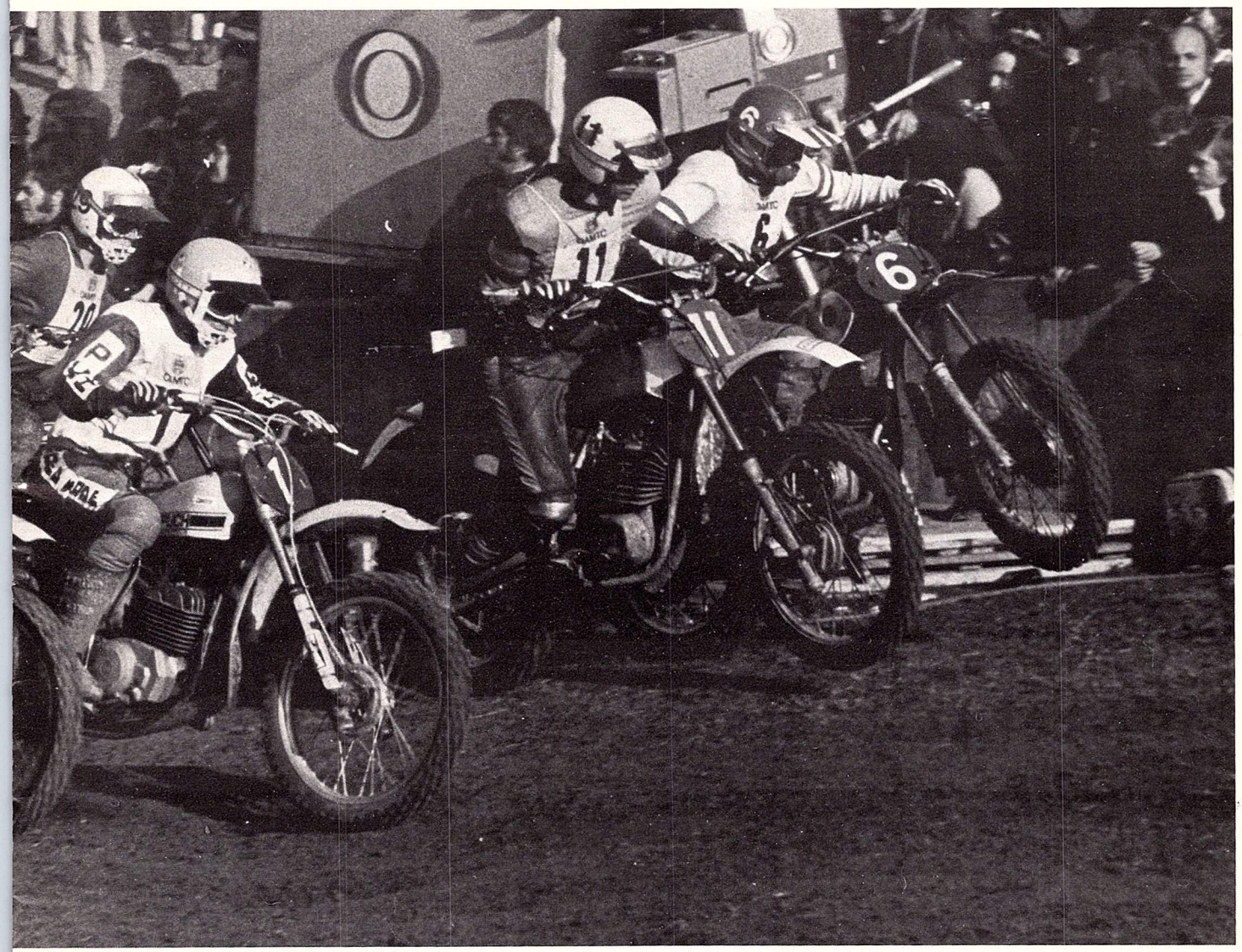
Harry Everts. (I.T.T. photo)

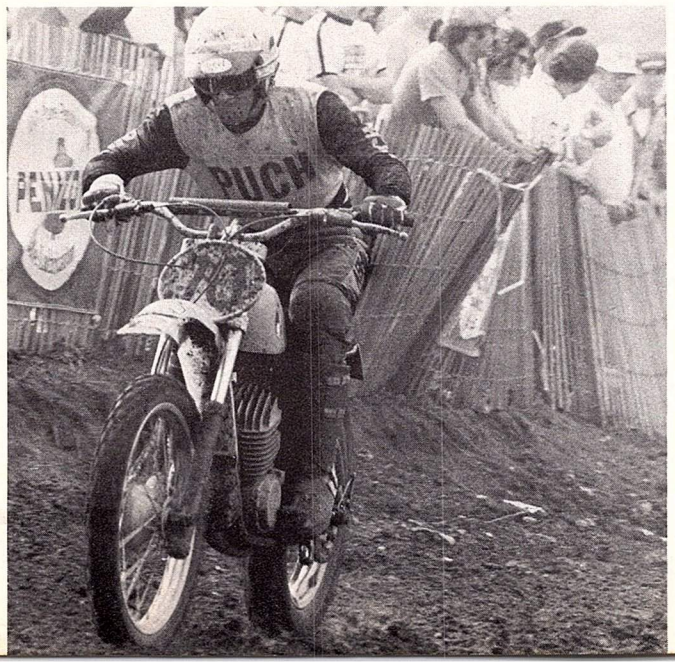


According to the local church registry, the Puch factory and Harry Everts, it's spelled "E-v-e-r-t-s." According to the little old blind lady who sews his leathers, it's "E-v-e-r-s-t." Harry's mother refuses comment.

PUCH

Everts hooks up fast at the Austrian Grand Prix, one of the few races in which he was decisively beaten. (Maltais photo)





A Fleming by birth, Harry tries on a beret for a little Walloon flavor at the Belgian Grand Prix. (I.T.T. photo)

A good mud rider like most Belgians, Everts took the overall win at Puyallup's '74 Trans-AMA round.

Everts fights off Hakan Andersson in a duel typical of the 1975 Grand Prix season. (I.T.T. photo)

(I.T.T. photo)

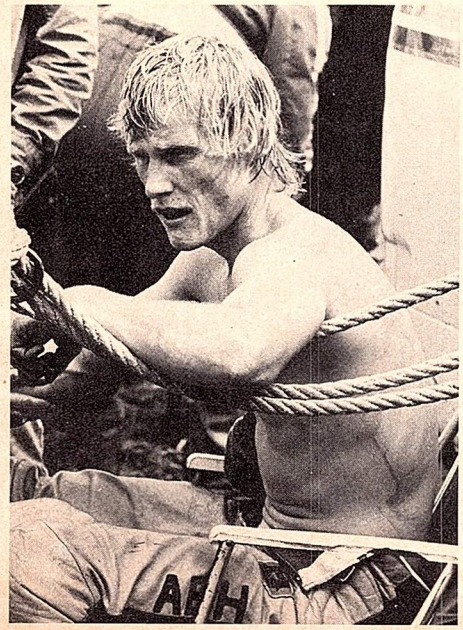
Harry squares off hard on the outside, as wily Adolf Weil grabs an early lead at the Spanish GP. (I.T.T. photo)

DeCOSTER,
500cc WORLD CHAMPION

250cc GRAND PRIX, 2nd Place

HAKAN ANDERSSON, YAMAHA

Hakan Andersson rides with frustration. World 250 Champion in 1973, the 30-year-old Swede has had to contend with crippling injuries in the years both before and after his title-winning season. A native of Uddevalla, Sweden, Andersson was one of the hottest names on the grand prix circuit in 1968 when he broke his leg. A few months later he broke the same leg again while training for the 1969 season. Hakan was away from racing for two years, undergoing a strenuous reconditioning program to rebuild strength in the leg that doctors said would prevent his ever racing again. His first year back in action, he finished runner-up to Joel Robert in the 250 chase. In 1972 he finished second again, before finally winning the prize the following year. In 1974 he got off to a fast start, only to sustain a serious back injury when hit by another rider. He finished the season sixth overall. Last year Andersson had a spotty season, but he came on strong toward the end to edge out Willi Bauer for the second-place spot. Yamaha's withdrawal from European racing leaves Hakan without a ride for 1976, but as a perennial threat for the championship he's not likely to go without a bike for too long.

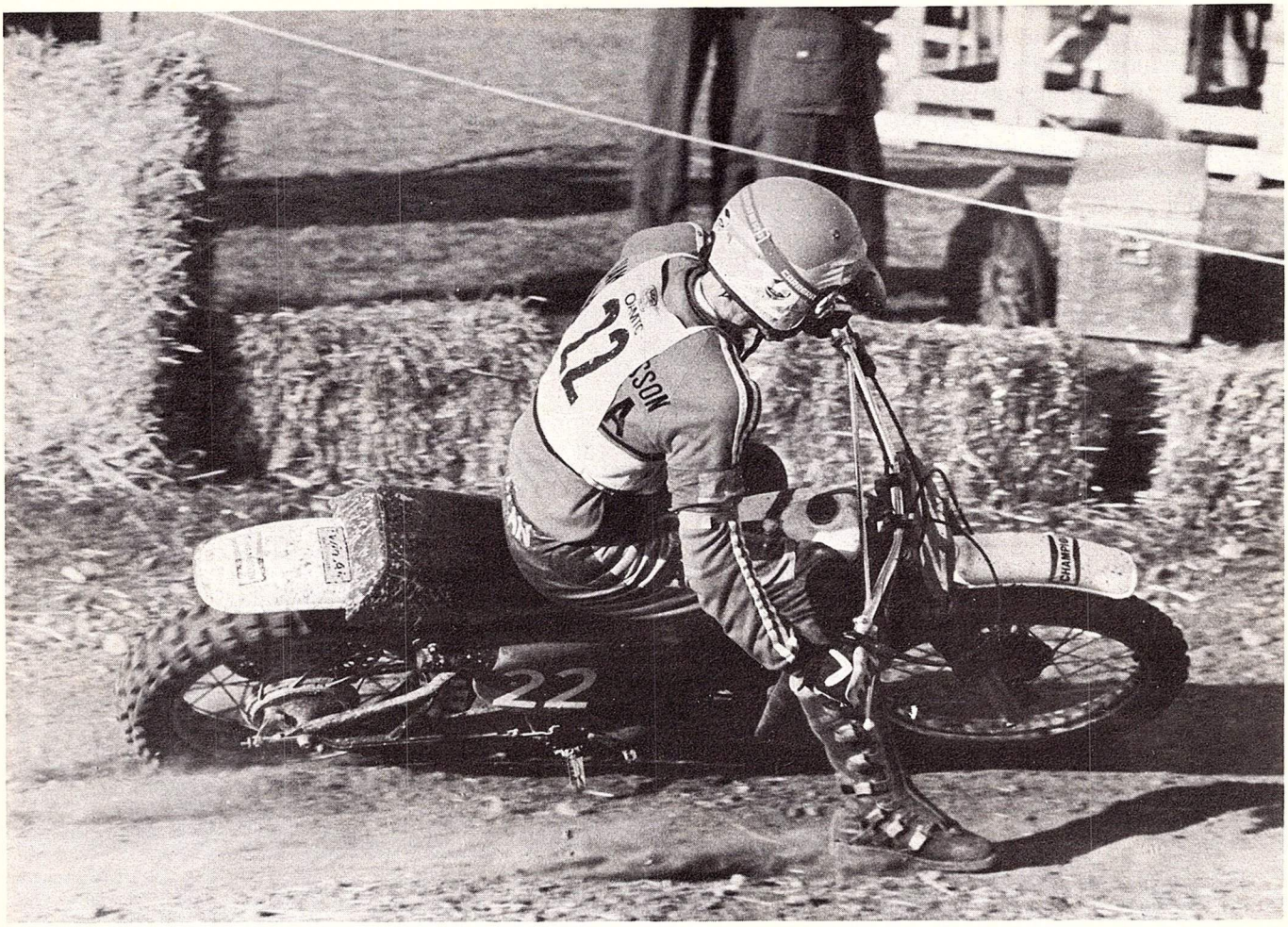


Hakan Andersson. (Maltais photo)

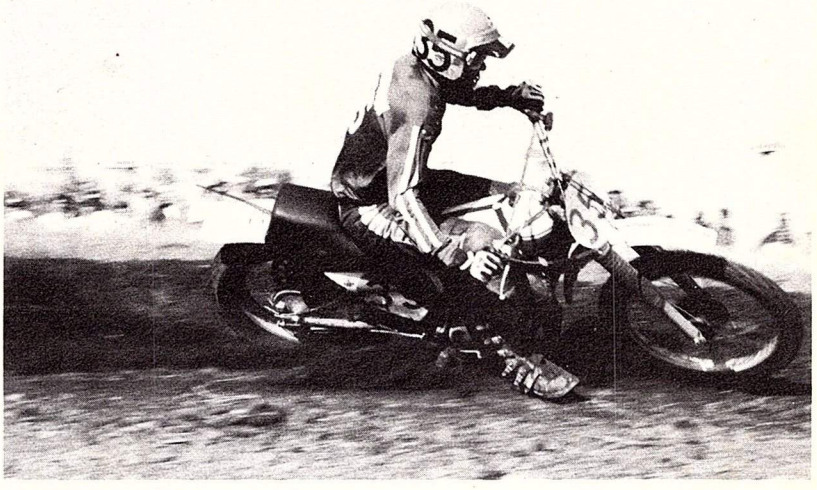
Andersson dices with Gerrit Wolsink during the 1974 Trans-AMA Series. He rode half the Series, then returned to Europe. (Holley photo)

EVERTS,
250cc WORLD CHAMPION
(I.T.T. Photo)

The second grand prix of the season, Austria, was a bad one for Hakan. He notched a DNF and a ninth for one of his worst placings of the season. (Maltais photo)



Andersson and Hans Maisch go at it in the Orlando sand, a preview of their battles during '75's GP season. (Holley photo)



Andersson is the kind of rider who never gives up. Always in shape, always determined, he's relentless in pursuit and difficult to catch. (B. C. photo)

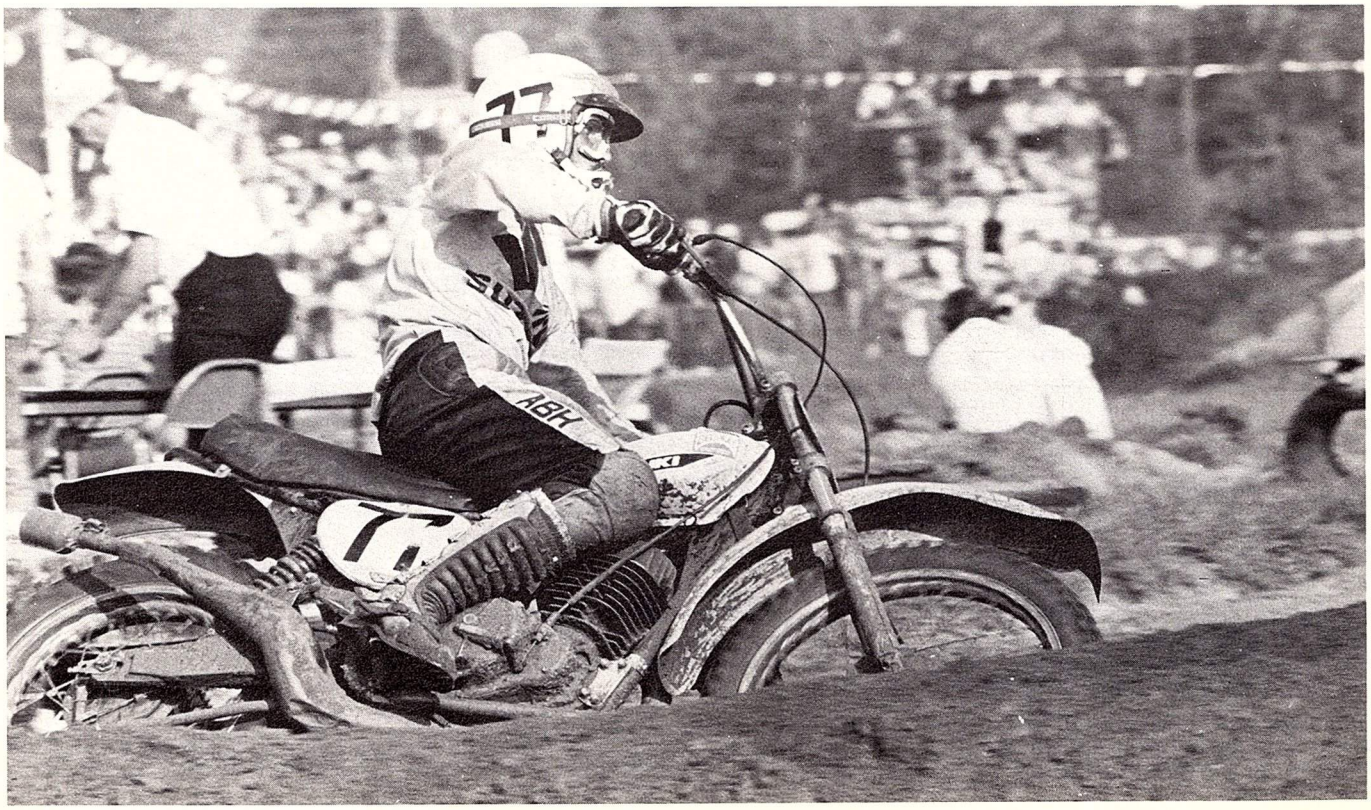
250cc GRAND PRIX, 3rd Place

WILLI BAUER,

Willi Bauer. (Holley photo)

In his first year of riding the 250 class for Suzuki, Willi Bauer was in the fight for the championship right down to the wire. He led the standings early in the season, giving way to Everts at the halfway point, but making a battle of it till he fell off the pace during the final weeks and lost his second-place position to Andersson. It was a disappointing end to a promising season for the young West German, though not as hard for him to take as what happened in 1973. That year, riding the 500 Grand Prix circuit for Maico, Bauer came within two points of taking the world title away from Roger DeCoster. The race wasn't settled until the final GP of the season, with Bauer losing as he DNFed both motos due to mechanical problems. Willi is a hard, determined rider, with plenty of grand prix experience. He'll be in the thick of things again in 1976.

Willi got his new Suzuki ride at the beginning of the 1974 Trans-AMA Series, and came on strong in the later races to finish sixth overall. (Holley photo)



SUZUKI

(Maltais photo)

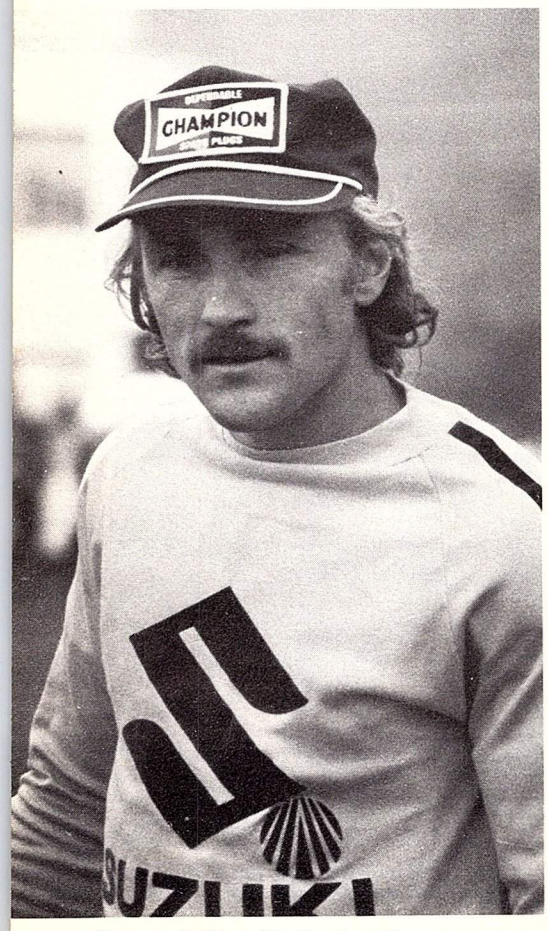
Bauer didn't win a grand prix moto all year, but his consistent finishes kept him in the race till the end. (Maltais photo)

Bauer's highest finish in the '74 Trans-AMA was a second at Livermore behind new Suzuki teammate DeCoster.

125cc GRAND PRIX, 1st Place

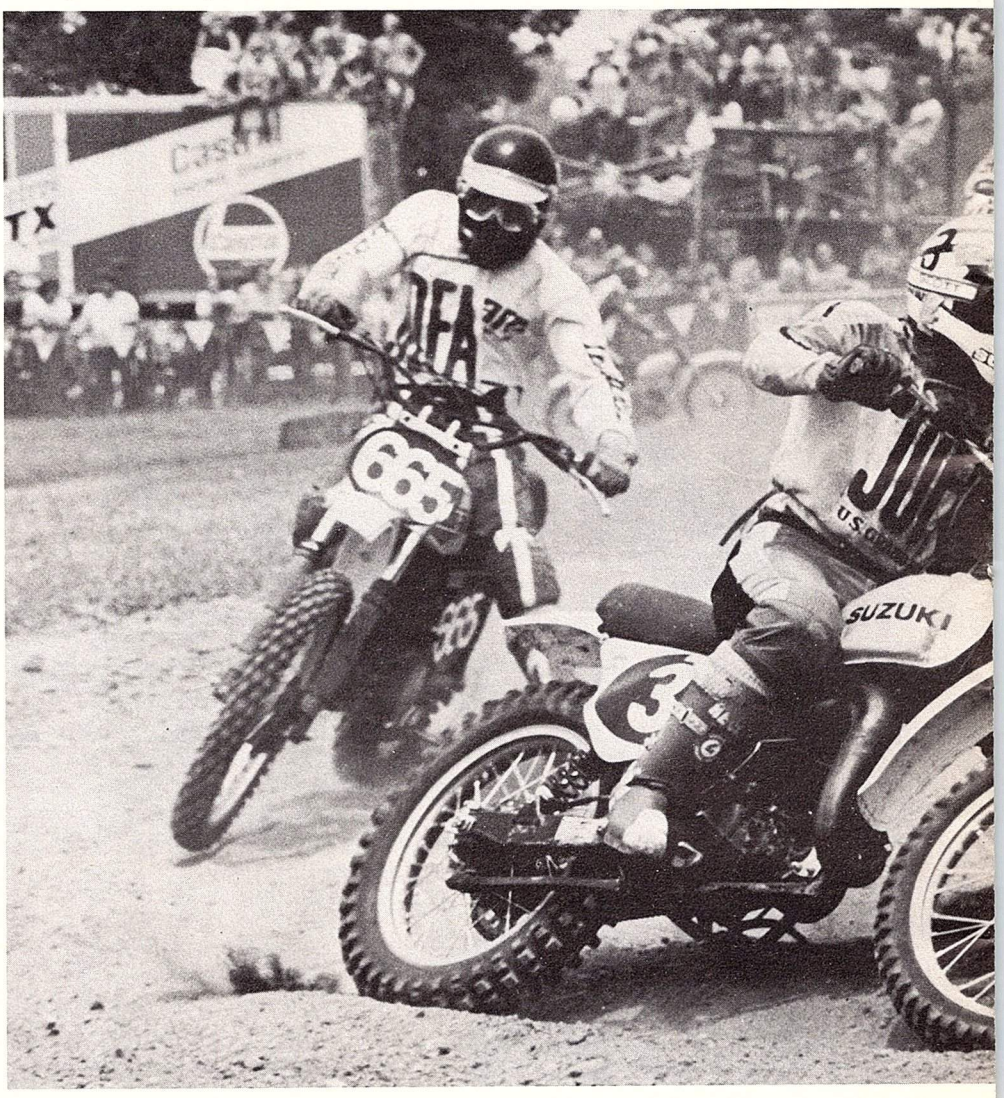
GASTON RAHIER,

In his first year of European competition aboard a 125, Gaston Rahier has decisively won the World Championship. A four-year veteran of Team Suzuki, Rahier had previously raced in the 250 class, finishing as high as fifth (1974) and winning the 1974 West German Grand Prix. Because Rahier was a good 125 rider who had held the Japanese 125 title, Suzuki asked him to campaign the new 125 class in 1975. Gaston responded in grand style, winning 15 motos and clinching the victory by the eighth race of the season. A native of Vernier, Belgium, Rahier was the 1974 Belgian national motocross champion on a 250. At 29, Gaston is the talent against whom all other 125 riders must be compared. His combination of strength, skill and experience make him the odds-on favorite to repeat his championship this year.



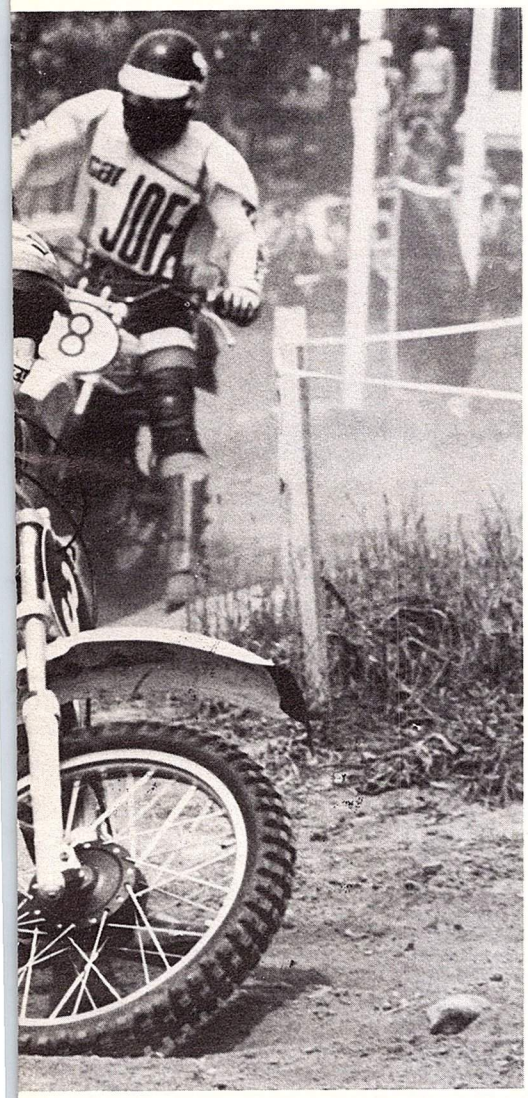
Gaston Rahier. (B. C. photo)

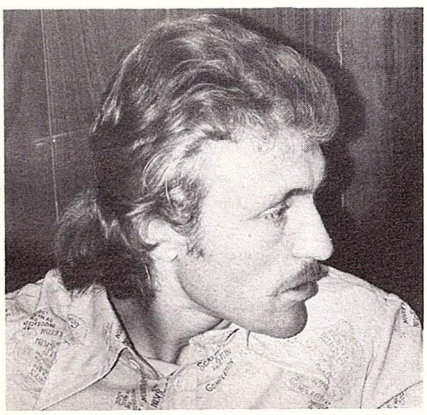
Rahier had one of his worst days at the U.S.G.P., where he DNFed both motos while Marty Smith ran away with the victory. (Gianatsis photo)



Gaston and his pit crew give the Mid-Ohio track the once-over. They didn't like what they saw. (Gianatsis photo)

SUZUKI





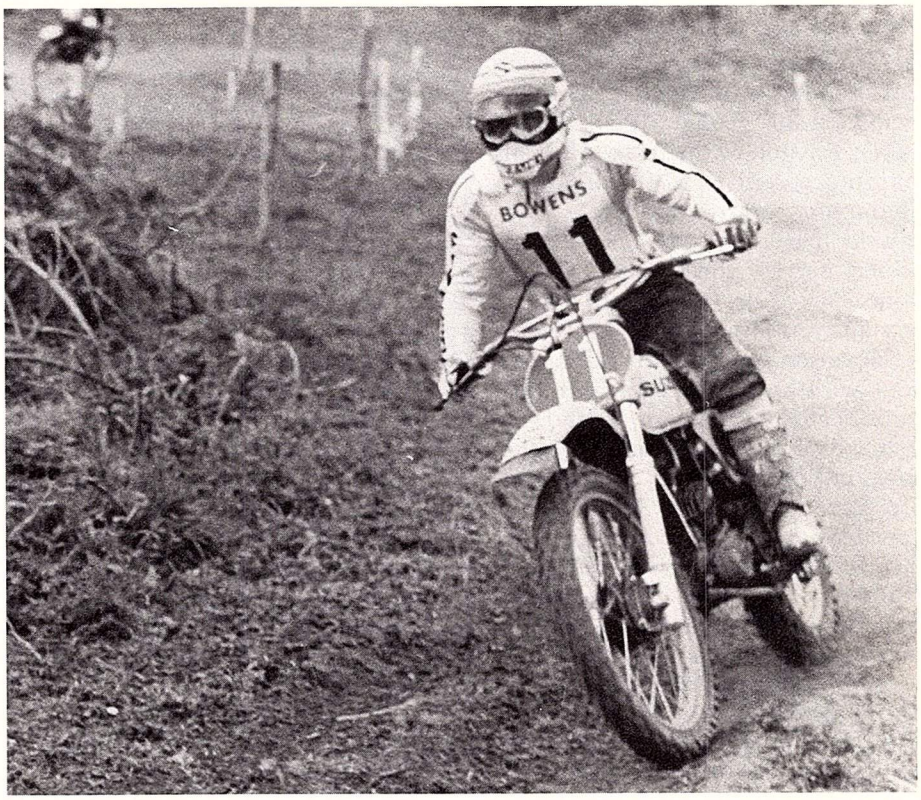
Gaston gives it some thought, during his *Motocross Action* interview late last year.

(I.T.T. photo)

2

His championship already clinched, Rahier rode to a modest third at the Canadian Grand Prix, after threatening not to ride at all because of the dusty conditions. (B. C. photo)

All alone in front, Gaston's usual position in 1975. (I.T.T. photo)



Stocky and strong in build, Rahier seems to be simply another part of his RA125 Suzuki. His 1975 Grand Prix record is one of the most overwhelming in grand prix history. (I.T.T. photo)

125cc GRAND PRIX, 2nd Place

GILBERT DeROOVER,

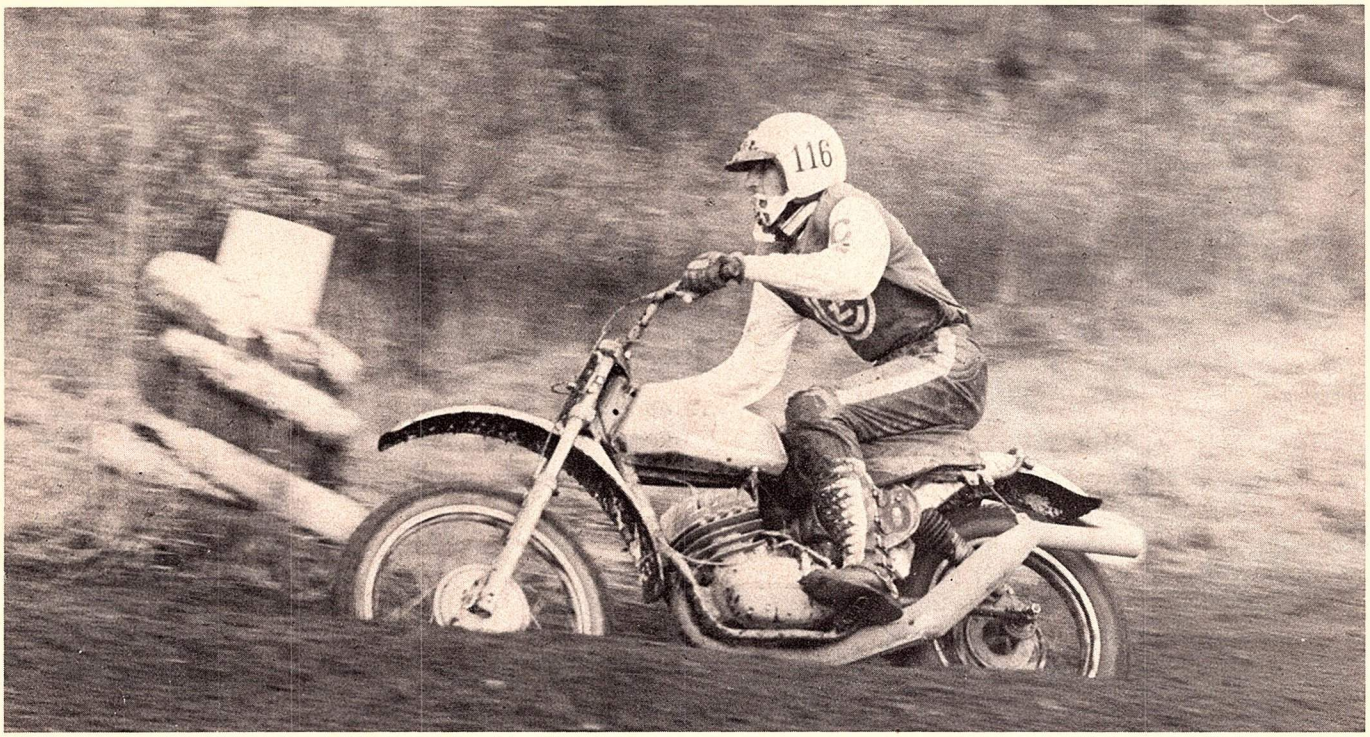
This 25-year-old Belgian is part of the Zundapp one-two punch which had dominated European 125 class racing until 1975 and Gaston Rahier's switch to the class. After his teammate and 1974 European Champion Andre Malherbe was injured early in the '75 season, Gilbert carried the Zundapp colors alone, winning the Polish Grand Prix and finishing second to Rahier in the season standings. A tall, lanky rider with an appearance and style reminiscent of Jaak van Velthoven, DeRoover is one of the most popular riders in Belgium today. Gilbert has also raced 250 and 380 CZs in International class races in Europe, and campaigned a 380 in the 1975 Trans-AMA Series. It is quite possible that he will desert the small-displacement class when his Zundapp contract expires in order to devote his full attention to the bigger bikes. A Fleming by birth, DeRoover can communicate in both French and English, and is one of the easier riders to talk to on the GP circuit.

Gilbert DeRoover. (B. C. photo)

DeRoover turned in one of his finest rides of last season at the Canadian Grand Prix, where he came back from a first moto collision to finish second overall. (B. C. photo)

ZUNDAPP

Gilbert looks for traction in the Unadilla mud.



Gilbert campaigned a CZ in the '75 Trans-AMA, but his first several starts showed he was having trouble making the transition back to big-bore machinery.

RAHIER,
125cc WORLD CHAMPION
SUZUKI
SUZUKI
SUZUKI
2

125cc GRAND PRIX, 3rd Place

AKIRA WATANABE, SUZUKI'

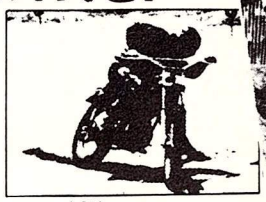
1975 was quite a year for Akira Watanabe. The 1974 Japanese 125cc Champion placed third in the 125cc Grand Prix chase, and became the first Japanese ever to win a motocross grand prix, when he won in Spain. At 20, Watanabe is one of the youngest riders of any nationality to win a grand prix, and his quick success makes him a definite favorite to someday take home Japan's first motocross world championship. Unlike most of the Japanese riders who have campaigned in Europe and the U.S., Watanabe has a smooth, confident riding style which some find reminiscent of Joel Robert. A serious, dedicated professional, Akira became Japanese Champion just two years after *seeing* his first motocross. He'll be someone to watch in the coming years.

Watanabe does well on hard-packed courses. His overall victory in Spain was won on a track with a baked, rock-hard surface.

Akira Watanabe. (B. C. photo)

PLUS PRODUCTS, INC.

SPECTACULAR
Black & white
POSTERS
17" x 22"


4. Slidin' Sideways

1. Airborne Yamaha

2. Drop-a-way jump

3. Wheelie on a Beezer

PERSONALIZED WATCH

Your face hand painted on the dial. Send black and white or color photo.

MAKES A TERRIFIC GIFT, TOO!

DIAL SHOWN ACTUAL SIZE
ALLOW 4 WEEKS FOR DELIVERY

Have your caricature with your type of bike on a sturdy watch. Eight illustrations to choose from.

A. 1 yr. service warranty. **$19.95**
B. 17 jewel shock and water resistant. Gold tone case with stainless steel back. Two-year service warranty. **$39.95**
C. 17 jewel self-winding, shock and water resistant. Silver tone case with stainless steel back. Two-year service warranty. **$44.95**

STICKIES

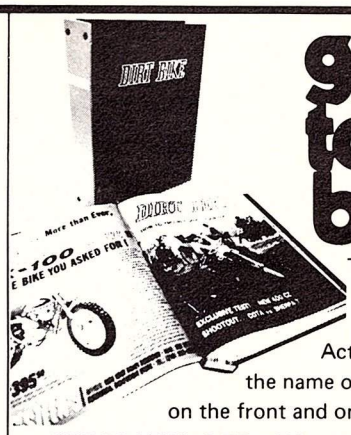
Now you can show 'em where the action is! Put your Dirt Bike or Motocross Stickie on your gas tank, helmet or any unusual place that will make you stand out. Both stickies are 3-5/8" x 2-7/8". **Only a mere 25 cents each, 5 for a buck, 1,000 for $250, 10,000 for ?**

HYDRON-COATED GOGGLES

New coating of Miracle Plastic Hydron prevents fogging. Adjustable strap-fits everyone.

No. 70 $6.95
No. 90 $9.95 (wide angle)

get it together binder



Tough durable binders for those dog-eared, priceless old back issues of Dirt Bike and Motocross Action Magazines. A rich finish with the name of the magazine embossed in gold on the front and on the spine.

ORDER YOURS TODAY . . DIRT BIKE and MOTOCROSS ACTION MAGAZINE BINDERS, very impressive on your desk or in your bookcase. Only $4.45 each.

FLYWHEEL PULLERS
GUARANTEED UNBREAKABLE

A flywheel puller - guaranteed for life - with a heat-treated center bolt. Order yours today and never be plagued with breakage again.

Riders Special

LONG WEARING PIGSKIN GLOVES

Extruded rubber knuckle and thumb protection. Seamless thumb for comfort. Sandstone color. Sizes small, medium, large and X-large.

NOW ONLY **$6.95**

PLUS PRODUCTS, INC. P.O. Box 14945 Las Vegas, Nevada 89114

MXC-1

BE SURE TO INCLUDE ALL NECESSARY INFORMATION AND TO ENCLOSE CORRECT AMOUNT OF MONEY. Nevada residents add Sales Tax

*NAME*_____

*ADDRESS*_____

*CITY*_____ *STATE*_____ *ZIP*_____

POSTERS
☐ $1.50 each plus 50¢ for postage and handling
☐ $5.00 for –4– plus 50¢ for postage and handling

BINDERS ☐
☐ DIRT BIKE
☐ MOTOCROSS ACTION
$4.45 plus $1.00 postage for each binder ordered.

GOGGLES ☐
☐ #70 $6.95
☐ #90 (wide angle) $9.95
$1.00 for postage and handling.

PIGSKIN GLOVES ☐
Indicate quantity
_____ pair(s) and size(s)_____
$6.95 plus 50¢ postage and hand for each pair ordered.

STICKIES ☐ 25¢ each, 5 for a buck.
☐ DIRT BIKE
☐ MOTOCROSS ACTION

WATCH ☐ Include Photo
Indicate: Hair Color _____ Eye Color _____
Name on Watch _____ Complexion _____

☐ DESERT RACER ☐ CHOPPER
☐ MX ☐ DRAG RACER
☐ ENDURO BIKE ☐ STREET BIKE
☐ MINI BIKE ☐ CAFE RACER

A. $19.95 _____Watch(es)
B. $39.95_____Watch(es)
C. $44.95_____Watch(es)

Add $1.00 for postage and handling for each watch ordered. Be sure to indicate how many watches and the bike desired on the dial.

FLYWHEEL PULLER $8.95 plus 50¢ postage and handling.
Model_____Year_____
☐ Yamaha ☐ Hodaka ☐ Puch ☐ Sachs
☐ Suzuki ☐ Ossa ☐ DKW ☐ Bultaco
☐ Husky ☐ Penton

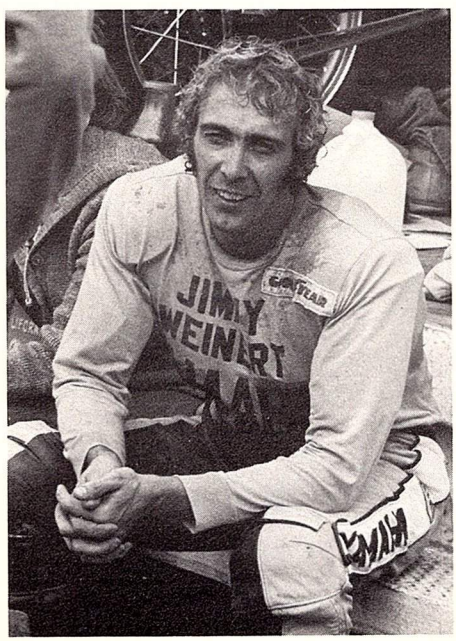
Smooth and polished as a rider, Watanabe is dedicated to keeping himself in top physical condition. (B. C. photo)

Akira fights his way through the dust at '75's Canadian Grand Prix. He finished fifth. (B. C. photo)

500cc NATIONAL SERIES, 1st Place

JIM WEINERT,

For the second straight year, Jim Weinert is the National Open Class Champion. Jim started racing in 1967 around his hometown of Middletown, New York. That year he chalked up a fantastic string of 23 consecutive victories in local scrambles events. Jim raced scrambles, motocross and flattrack in the New York and New England areas for several years, but began to concentrate his efforts strictly on motocross after a 1971 flattrack accident in which his shoulder was seriously injured. In 1972 he signed with Yamaha and placed third at the Atlanta Trans-AMA, the highest placing of an American in the series at that date. In 1973 he switched to Kawasaki, placing fourth in the 250 National Series. He also won the Houston Trans-AMA, becoming the first American to win a Trans-AMA event. Weinert won the National 500 Championship in 1974, in a late-season charge in which he won four National events in a row. In 1975 he signed with Yamaha again, and won his second National Championship. The holder of the second spot on the AMA's all-time National win list with nine National victories, Jim is 23, married, and now makes his home in Laguna Beach, California.



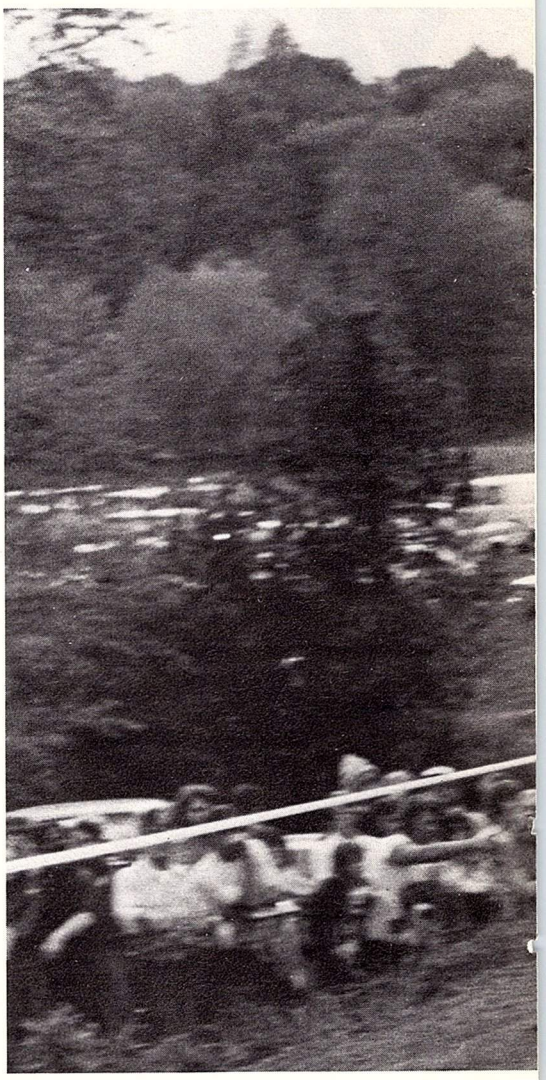
Jim Weinert.

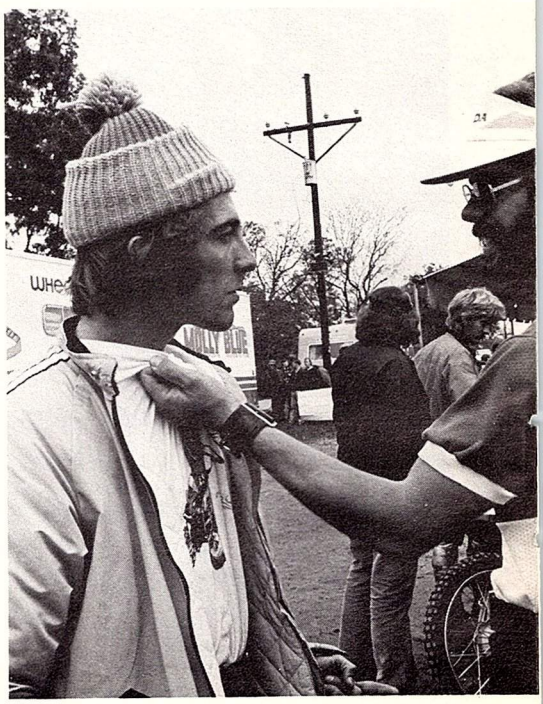
Always an intense competitor, Weinert tries especially hard when the National circuit hits New York. Here he jams for a second-moto win at the Mexico, New York, National. (B. C. photo)

YAMAHA

Carrying the National Number One plate for the second year in a row, Weinert is one of the most experienced American motocross riders.

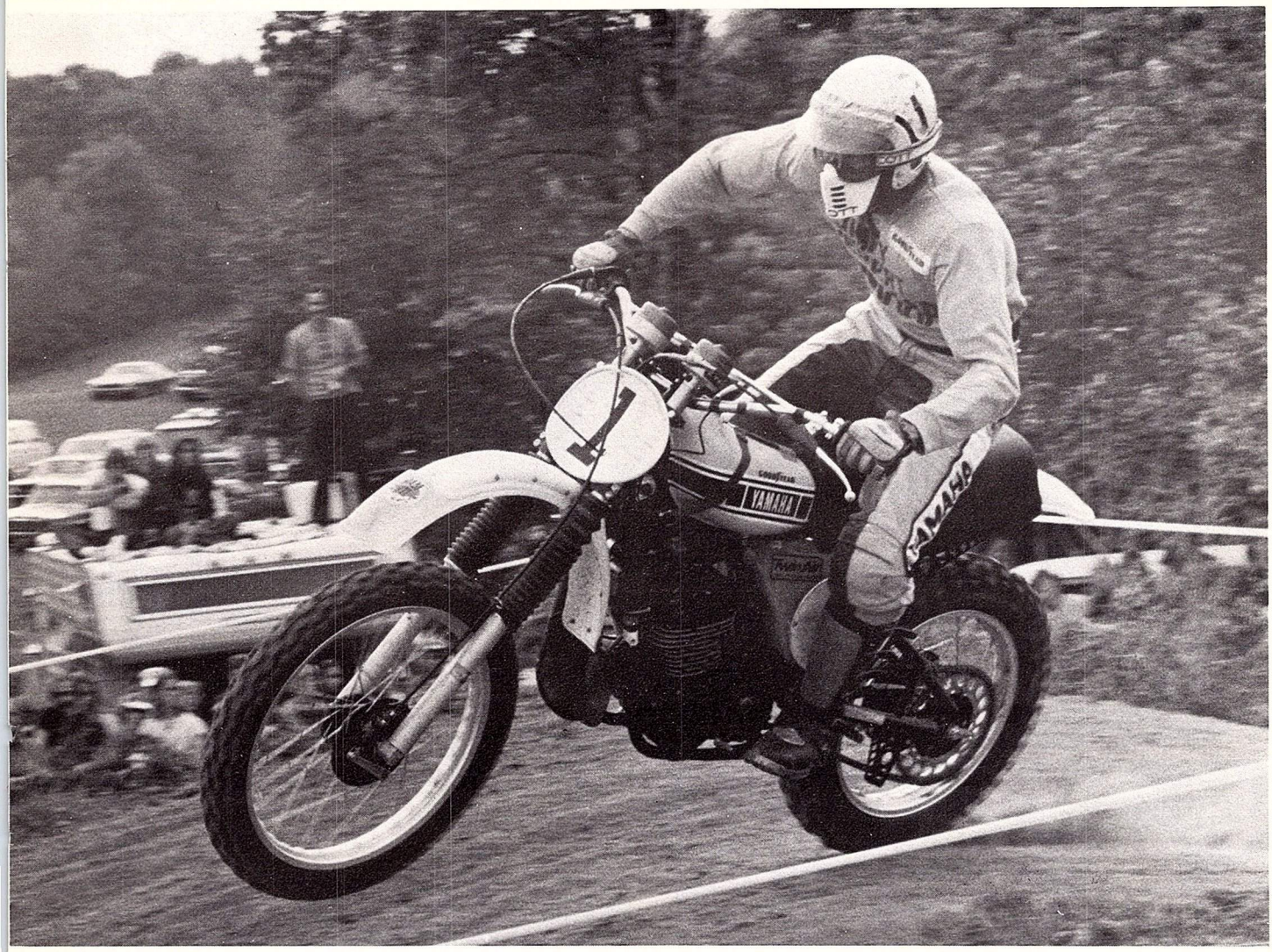
Back home in West Virginia, Weinert tries out a mountaineer's pipe. But his New York shades give him away. (Russell photo)

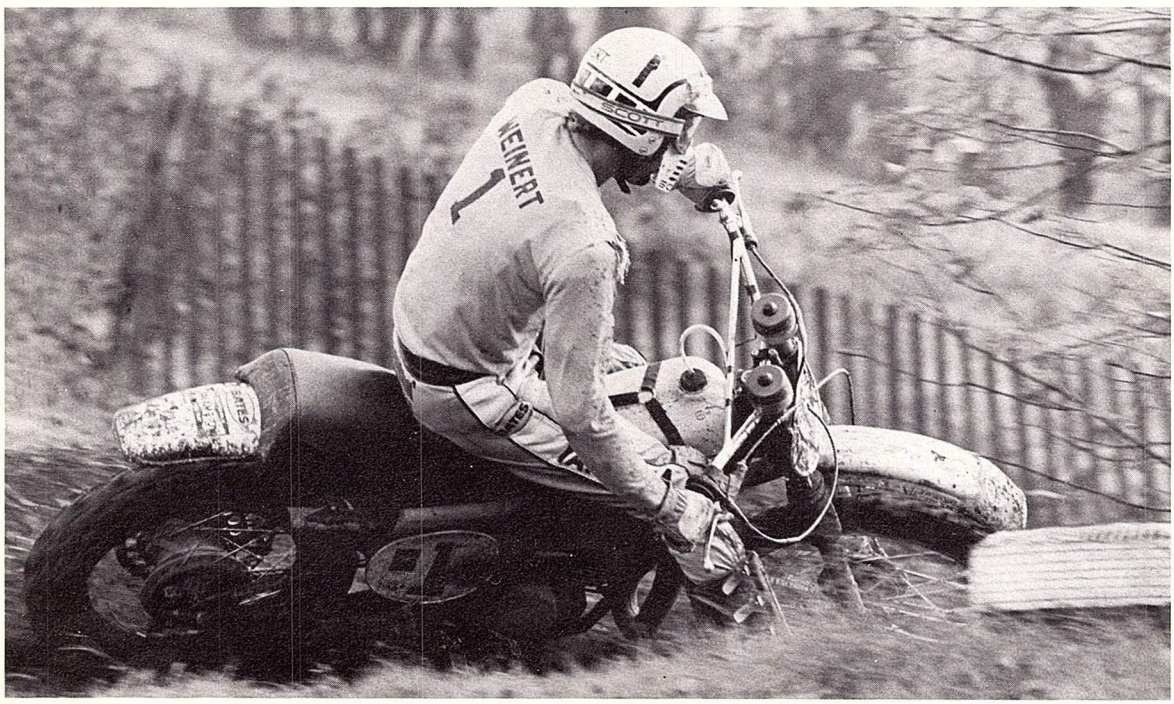




Jim has never agreed that you meet the nicest people on a Honda. (Szilagyi photo)

Weinert on his way to the overall victory at '75's Ohio Trans-AMA.





Weinert and monoshock, complete with the bizarre looking Kayaba gas forks Jim debuted during the National Series.

Jim is one of the best American mud riders. (Russell photo)

(B. C. photo)

Usually a contestant at Texas' Corn-O-Cross, Jim squired for Light Brown Lancione last year. The team DNFed. (Szilagyi photo)

WEINERT,
500cc NATIONAL CHAMPION

SMITH,

125cc NATIONAL CHAMPION

(B. C. Photo)

12
HONDA
12

500cc NATIONAL SERIES, 2nd Place

STEVE STACKABLE,

It was almost Steve Stackable's year. The 21-year-old Team Maico rider from Austin, Texas, came within 50 points of unseating two-time National Champion Jim Weinert, and had he not experienced mechanical problems during the final race of the season he probably would have turned the trick. Running in third in the first moto in New Orleans, Stackable's rear wheel began to disintegrate. He had dropped to seventh by the end of the moto, and despite his win in the second moto he finished third overall for the day. Had he finished fifth or better in the first moto he would have been National Champion. "Stack" began his racing career aboard a Yamaha 125 in 1970, then switched — first to CZ and then to Maico — in 1973. In that year he was named the Texas State Champion. In 1974 he was second overall in the Florida Series, third in the National 500 Class and finally signed a contract with Team Maico after years of sponsorship by U.S. Sports. Never injured while racing motocross, Stackable did fracture his thumb once while playing baseball in Japan — which may explain his allegiance to European marques. Don't be surprised if that allegiance ends this year.

Stackable got off to a slow start during the 500cc National Series, but closed fast at the end to almost take it all. (B. C. photo)

Steve Stackable. (B. C. photo)

MAICO

Stackable leads Willi Bauer and Adolf Weil during the '74 Atlanta Trans-AMA. (Holley photo)

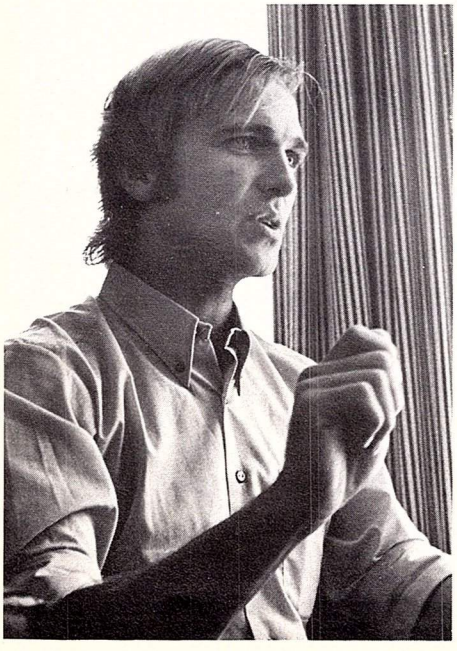
Primarily an open class rider, Stack finished seventh in last year's 250cc title chase. (Gianatsis photo)

1973 Texas State 250 Champ Stackable won a trophy which weighed more than his AMP/CZ.

500cc NATIONAL SERIES, 3rd Place

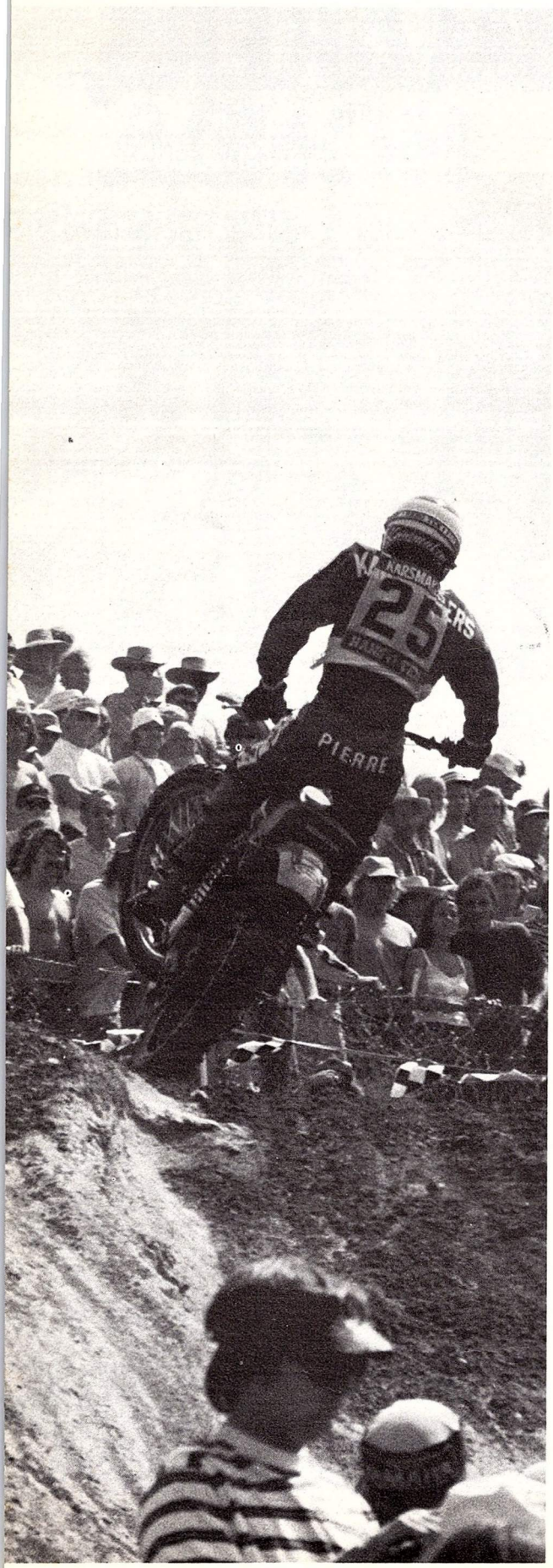
PIERRE KARSMAKERS, HONDA

A 29-year-old Dutch citizen, Pierre Karsmakers originally came to the U.S. to ride the 1972 Trans-AMA. Liking what he saw, the three-time Dutch National Champion signed on with Yamaha, and in 1973 he won the U.S. 500cc National title. The following year, Karsmakers was barred by the AMA from accumulating points in competition, but he still had a successful season. He finished fourth overall in the 1973 Trans-AMA Series, was a strong competitor during 1974 National events despite his ineligibility for points, and won the richest motocross contest in history when he pulled down some $16,000 at Evel Knievel's Snake River Canyon fantasia in September, 1974. In 1975 Pierre left Yamaha for Honda. Eligible once again for National points, he had a disappointing year, slowed by injuries and mechanical problems. But he did finish first American, third overall at the U.S.G.P., and the following week he won his first Grand Prix victory in Canada. Karsmakers now makes his permanent home in California. A tough, combative rider who is a fanatic about physical fitness, he can be expected to be tough to beat this year.

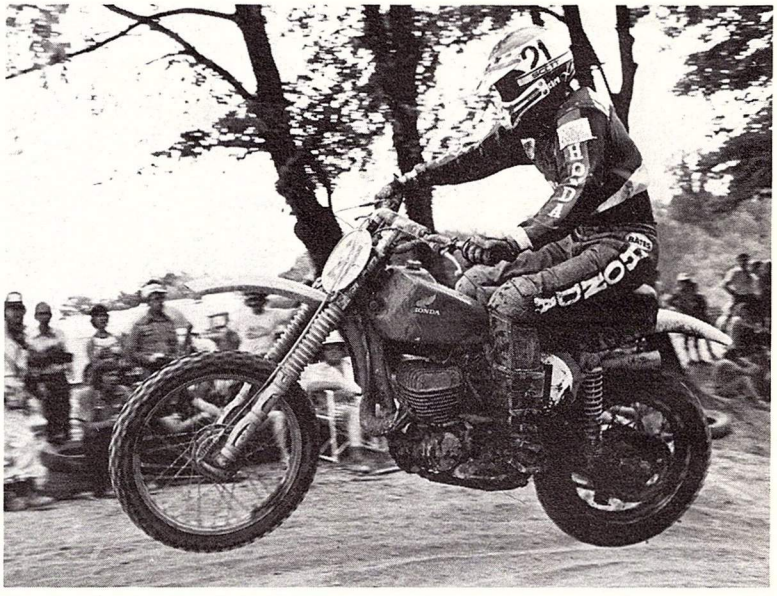


Pierre Karsmakers.

Karsmakers attempts to fight off the charge of Gerrit Wolsink at last year's U.S.G.P. (Holley photo)



Karsmakers took the overall win at the New York National last year, but mechanical problems later in the season slowed his charge. (B. C. photo)



The current leader on the AMA's all-time National win list with 11 victories, Pierre rides with the clamped-on determination of the money rider. (Gianatsis photo)

250cc NATIONAL SERIES, 1st Place

TONY DISTEFANO, SUZUKI

1975 was Tony DiStefano's year. After the disappointment of almost winning the National 500cc title during his first full year on the pro circuit in 1974, Tony came back and won both the 250 National and Inter-AMA Championships. In addition to those titles, he also won the Open Class Championship at the Florida Winter Series and was part of the U.S. team which placed second at the 1974 Motocross des Nations. Tied for seventh on the AMA's all-time National win list with three victories, Tony is a strong, consistent rider who places well in almost every race he enters. Tony began racing at age 14 at home in Pennsylvania. After winning the District 6 Number One plate, he took his partially sponsored Full House CZ on the pro tour. Signing with Suzuki in 1975, he had the outstandingly successful year described, as well as placing eighth at the U.S.G.P. and third at the Canadian Grand Prix. At 19, Tony DiStefano must be considered to be one of America's hottest young riders and a potential World Champion.

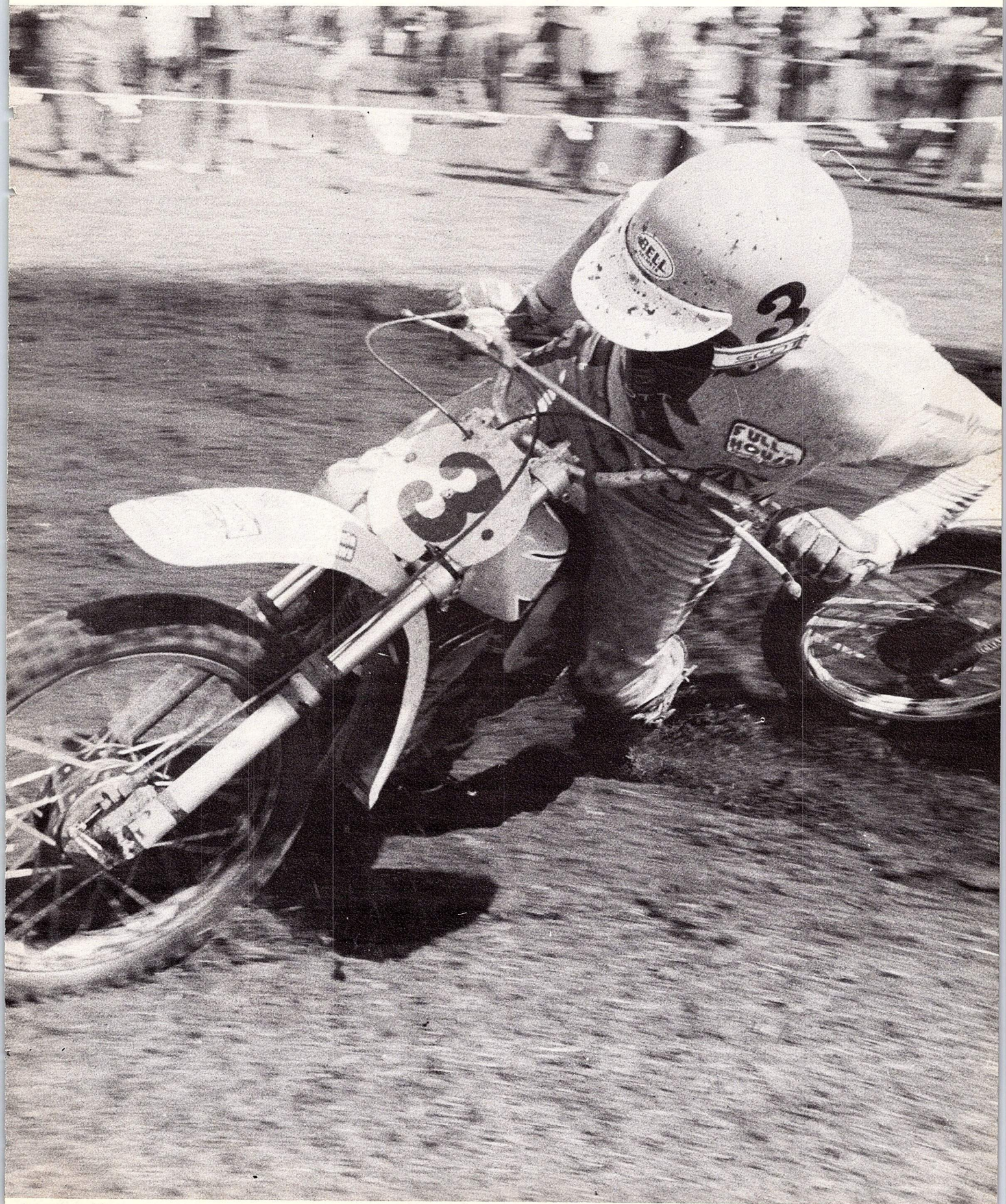
Tony DiStefano.

DiStefano and Stackable go wheel-to-wheel through the first turn at Daytona. The battle between the two was one of the highlights of Speed Week '75. (B. C. photo)

Tony gets brotherly with standoffish Suzuki teammate Billy Grossi. (B. C. photo)

(B. C. photo)

DiStefano's throttle hand occasionally gets a little over-eager. Here he does a 135-degree turn through a 90-degree corner. (B. C. photo)

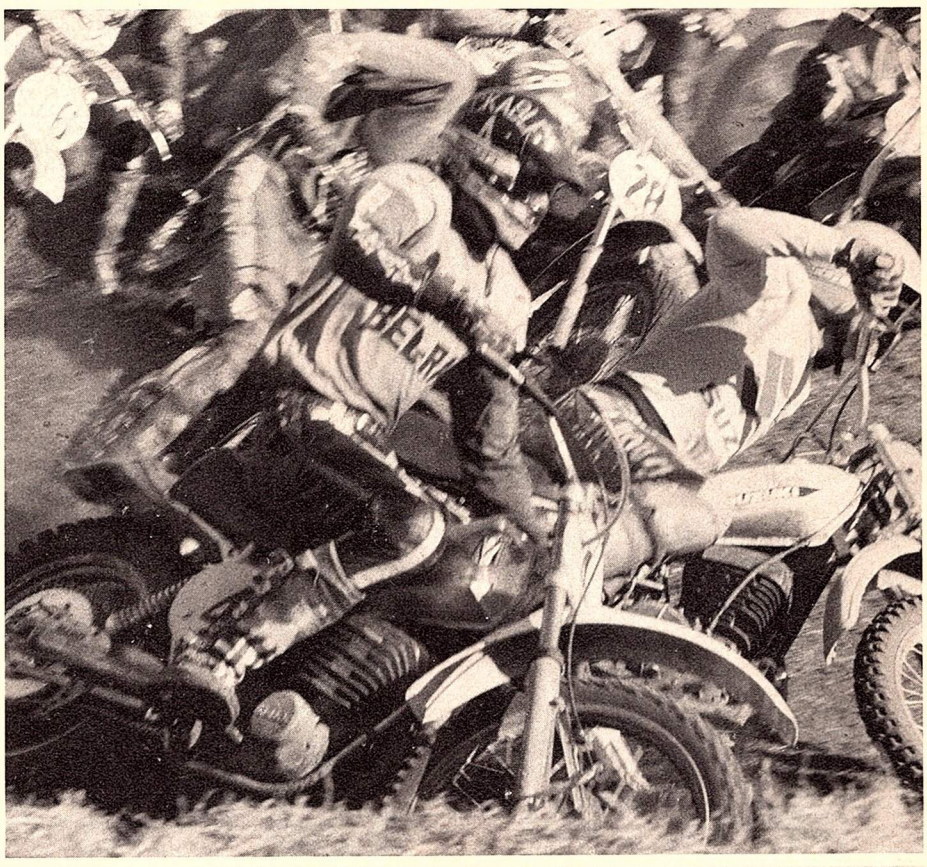


After his 250cc successes, Tony had a lackluster 500 National Series. Who could blame him? (B. C. photo)

As a Pennsylvania boy, Tony is a good mud rider. A couple of weeks' training courtesy of CZ in Czechoslovakia didn't hurt either.

DISTEFANO,
250cc NATIONAL CHAMPION

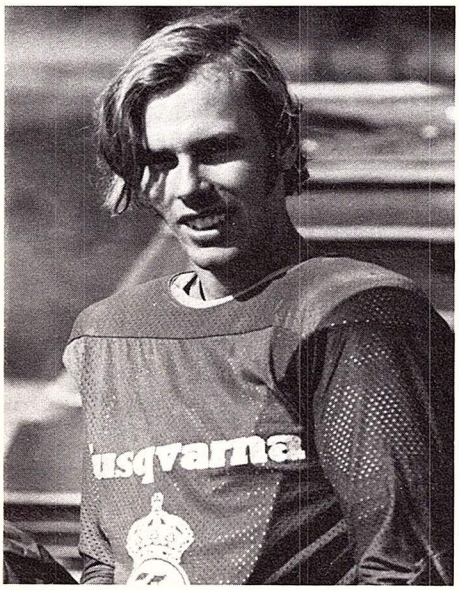
DiStefano and Stackable again. Tony is experiencing momentary difficulties. (B. C. photo)



250cc NATIONAL SERIES, 2nd Place

KENT HOWERTON, HUSQVARNA

Kent missed out on being 1975's 250cc champion by only 30 points, as he notched more overall victories (three) during the five-race National Series than anyone else. A strong, aggressive rider known for the ferocity of his finishing charge, Howerton is a lot more fun to watch than he is to race against. One of the circuit's most physically fit riders, he likes to lay back and wait till the frontrunner gets tired, then make his move. He often gets his man. At 21, Kent has been racing professionally for three years, the last two as a member of Team Husqvarna. He was the 1974 Trans-AMA Support Class Champion, and placed fifth in the 1975 500cc National standings. A native of San Antonio, Texas, he has so impressed his sponsors at Husqvarna that there has been talk of a Husky sponsorship in Europe in the 250 GP class this year. Whether he stays in the U.S. or goes to Europe, Kent will have a lot of people looking nervously over their shoulders again this year.



Kent Howerton.

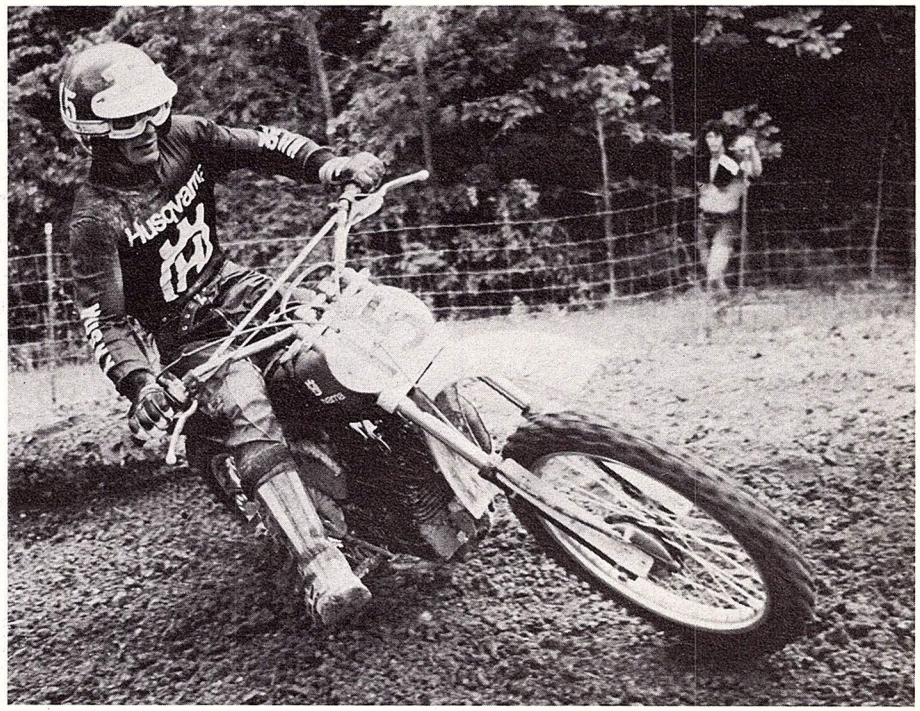
(B. C. photo)

In 1973 Kent was still just a local Texas rider with a box-stock Husky, but the kid sure had style. (Crook photo)

Howerton leads the field at Unadilla, the first in a string of victories that gave him the '74 Trans-AMA Support title.

Howerton put together two consistent motos to finish sixth overall at the '75 U.S.G.P. (Holley photo)

After two years on the pro tour, Howerton is in sixth place on the AMA's all-time National win list. Here he fights off Tony DiStefano and Jim Weinert in a 500cc event. (B. C. photo)

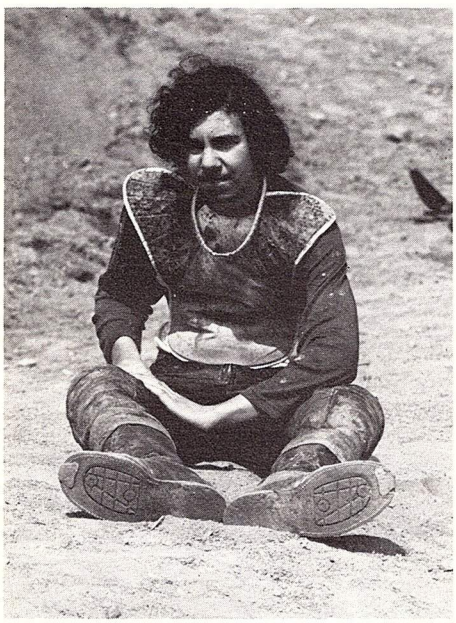


Kent jams at the New Castle, Kentucky, 250 National, one of the three National events he won last year. (Gianatsis photo)

250cc NATIONAL SERIES, 3rd Place

BILLY GROSSI,

At 19, Billy Grossi, "The Sugar Bear," is one of the most promising riders on the National circuit. The younger brother of Husky veteran Bob Grossi, Billy had been a member of the Kawasaki and Honda teams before switching to Suzuki. In 1974 he held a tremendous points lead in the 250 National Series before being injured at the Superbowl. That lead was so great that he finished fifth in the standings that year despite riding only half the season. Fourth in the 500 National Series this year, as well as third in the 250, Grossi had the points lead in the big-bore race going into the final event at New Orleans. But he hit a downed rider and went through the fence, ending his chances of a number one plate for 1975. "You've got to find out how fast you can go," says the Sugar Bear. "You've got to hold it wide open or you won't know."

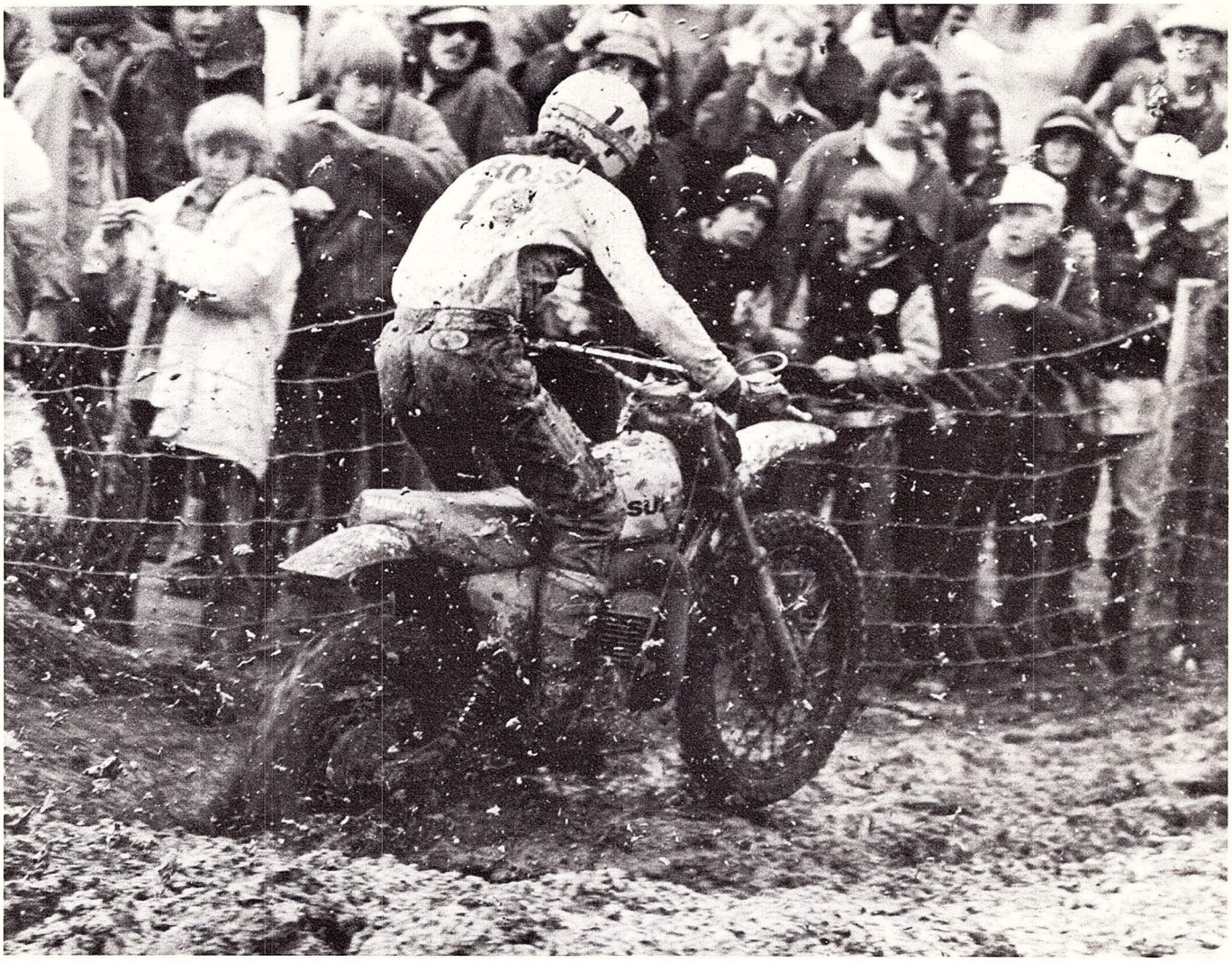


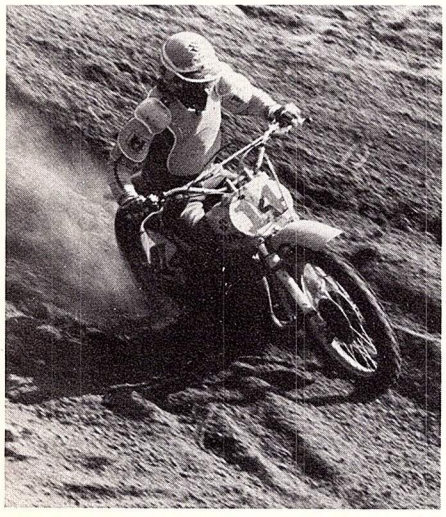
Billy Grossi.

(B. C. photo)

SUZUKI

Holding it wide open through the mud in West Virginia, Sugar Bear gives the spectators a little extra. (Russell photo)





A first moto, first lap endo in New York proved that Billy still hasn't found out. (B. C. photo)

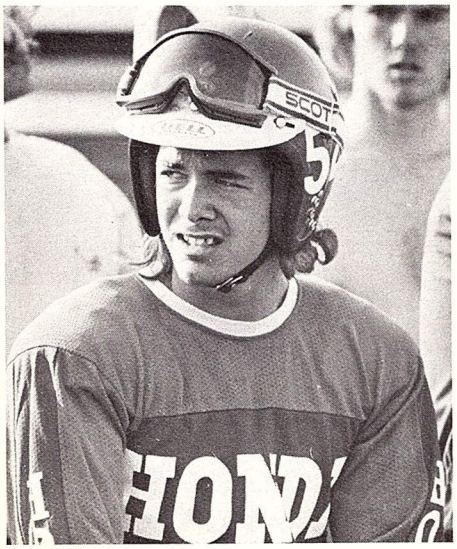
Grossi shows a little of the style that makes him a number one crowd pleaser, on his way to tenth overall at the U.S.G.P. (Holley photo)

Grossi won this year's 500 National at Ravenna, Ohio, despite a strong challenge from Brad Lackey (background). (Gianatsis photo)

125cc NATIONAL SERIES, 1st Place

MARTY SMITH,

In 1975 two-time U.S. 125cc Champion Marty Smith set a National record which may never be equaled. Smith swept the last six races of the 125 National season, winning 12 consecutive motos and dominating the class more totally than anyone has dominated a National class before. At 18, with only two years (both of them championship years) of professional racing under his belt, Marty is tied with Gary Jones and Brad Lackey for third place on the AMA's all-time National win list with eight National victories. He also has the distinction of being the only American ever to sweep both motos in a world championship grand prix, a feat he achieved by running away from a field of America's and Europe's finest at the U.S. 125 Grand Prix in 1975. Marty is a native of San Diego, California, and has ridden for Team Honda since turning pro. An intense competitor, he feels that concentration is the single most important factor in winning motocross. One of America's brightest hopes for a U.S. World Championship in motocross, there is already intense pressure building to send Marty to Europe for grand prix seasoning. Whether that happens this year or at sometime in the future, it'll be something to watch.



Marty Smith. (Holley photo)

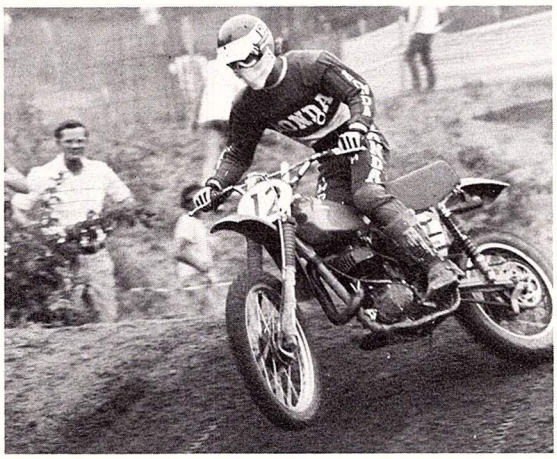
Smith and teammate Tommy Croft blitz the Support Class at the U.S.G.P. (Holley photo)

HONDA

(Holley photo)

Marty tries on his Superman costume between motos at Unadilla.

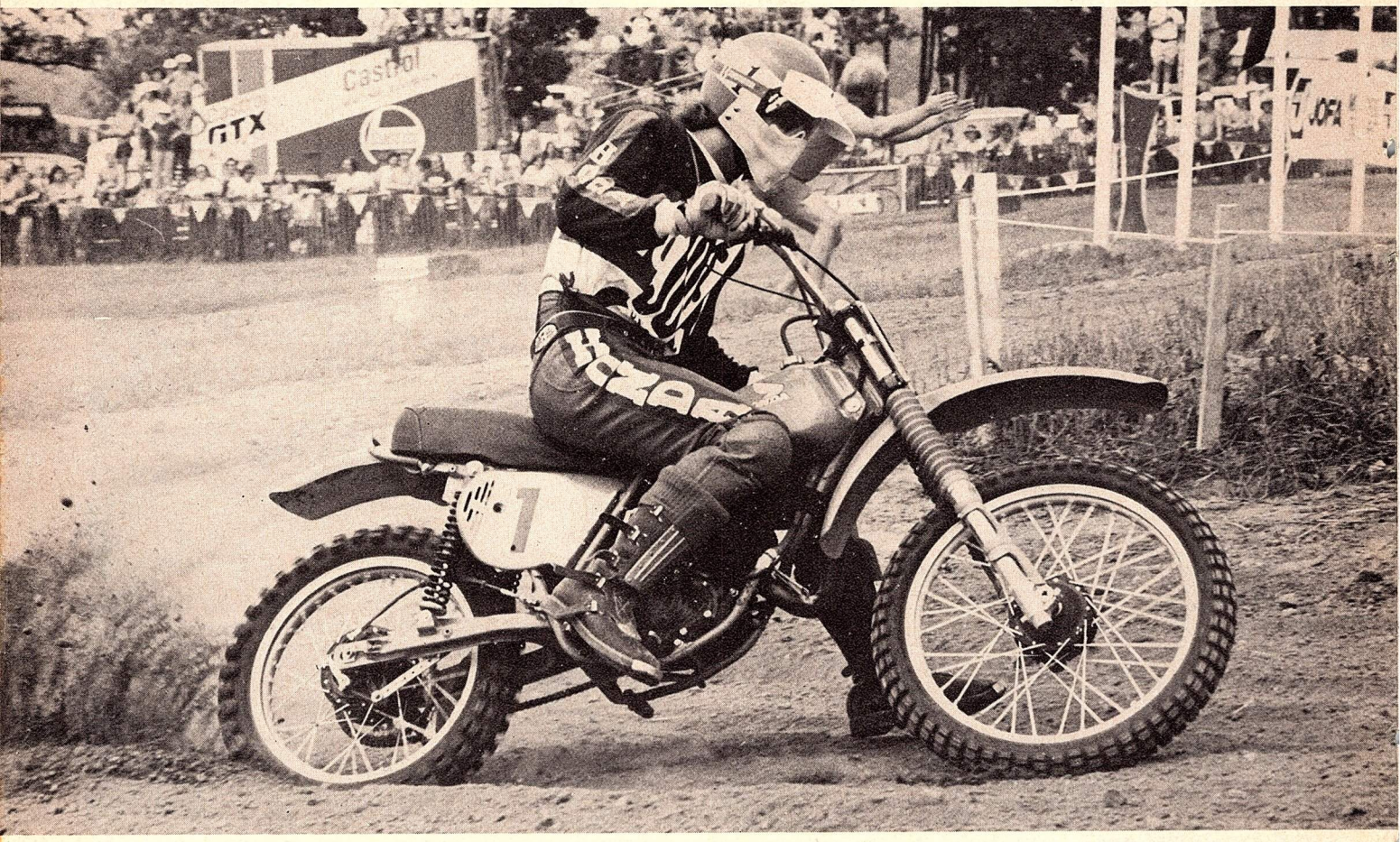
Marty doing what he's used to — running all alone, out front. (Holley photo)

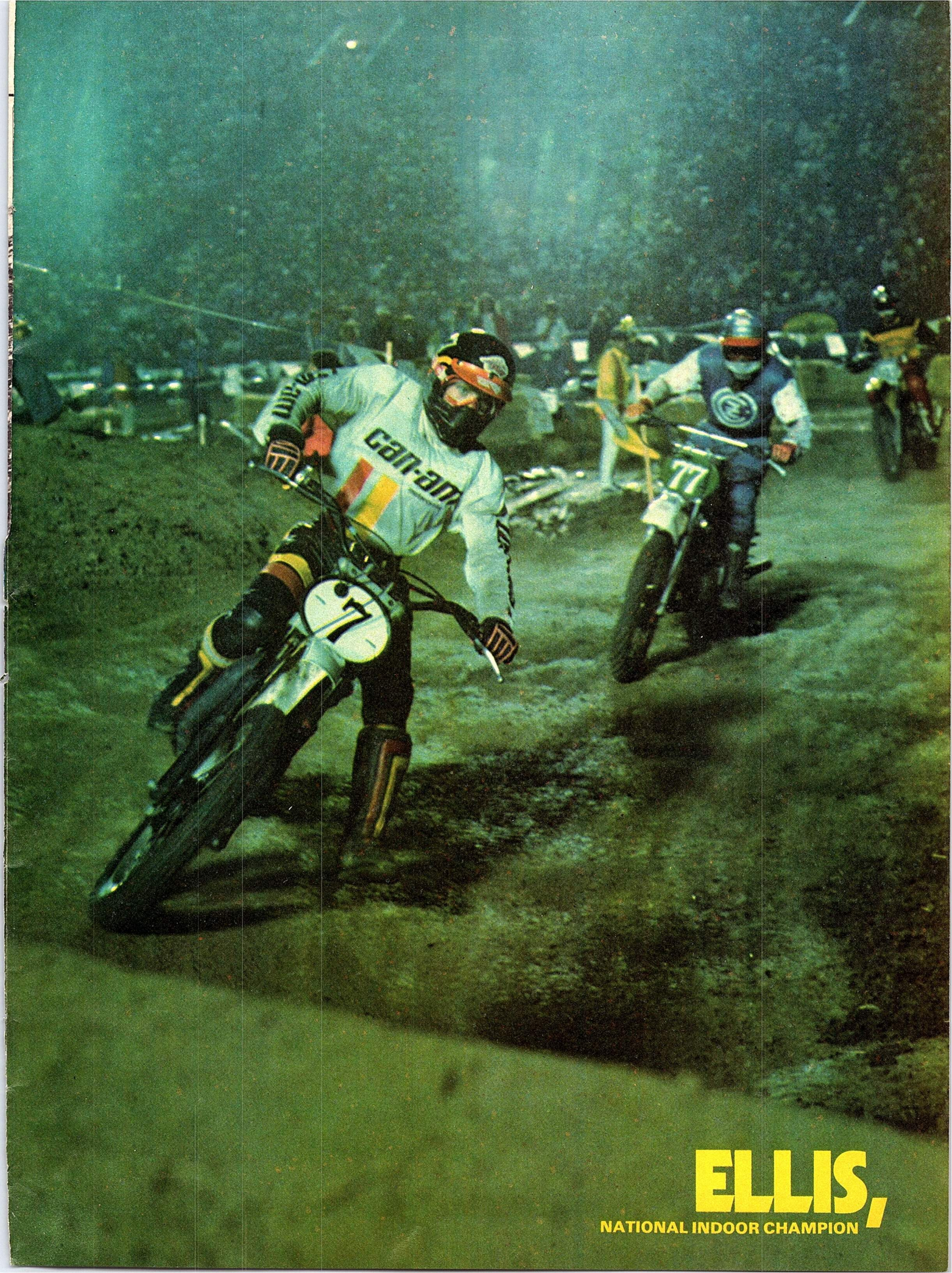


In his first race ever aboard an open class bike, Smith finished fourth overall at the New York National. (B. C. photo)

A smooth, consistent riding style, combined with a willingness to take chances makes Marty a force to be reckoned with in any race. Here he pushes a big-bore Honda to sixth overall at the Ohio Trans-AMA in 1975.

In July, 1975, Marty turned the racing world on its ear by running away from the field at the 125 U.S.G.P., a field which included the best of Europe's 125cc riders including Champion Gaston Rahier. (Gianatsis photo)





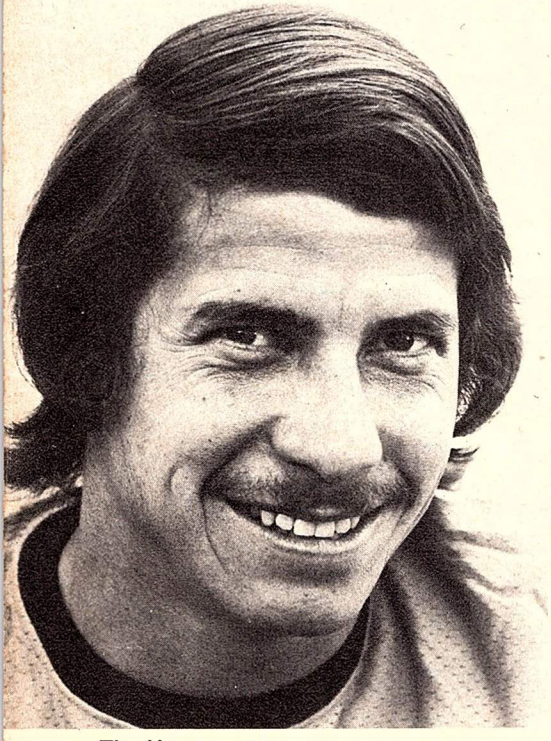
ELLIS,

NATIONAL INDOOR CHAMPION

125cc NATIONAL SERIES, 2nd Place

TIM HART,

A 25-year-old native of Torrance, California, Tim has raced for Team Yamaha since 1973. Tied for the seventh ranking on the AMA's all-time National motocross events winners' list, he has been racing for nine years. After gaining experience while riding for Montesa in the Inter-AMA Series in 1969-70, Tim won the Trans-AMA Series Support Class Championship in 1971. In 1973 he finished sixth in the National 500 class and fifth in the 250, despite being hampered by injuries. Tim was injured again early in 1974, but went on to win the 125cc Gold Cup event at Springville, New York, and to finish fifth overall in the National 125 standings. In 1975, he was runner-up in that class to Champion Marty Smith.

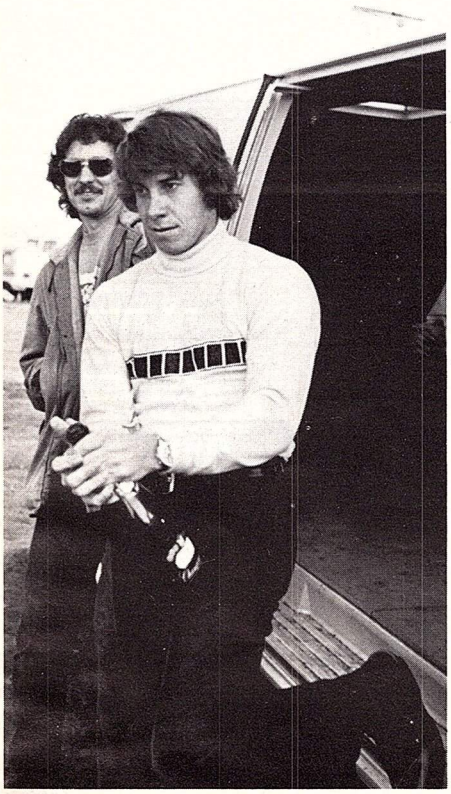


Tim Hart.

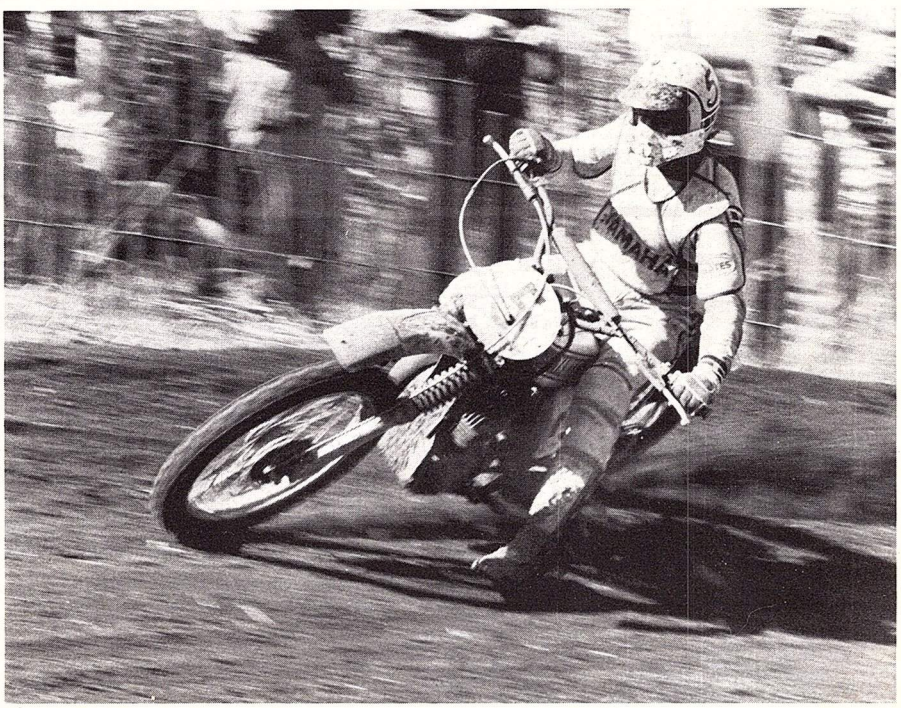
Tim's been racing for Yamaha for a long time. Here he winds out a pre-monoshock YZ, complete with Thermal-Flow shock absorbers. Gad!

YAMAHA

On his way to a fourth in the Support Class at the U.S.G.P.

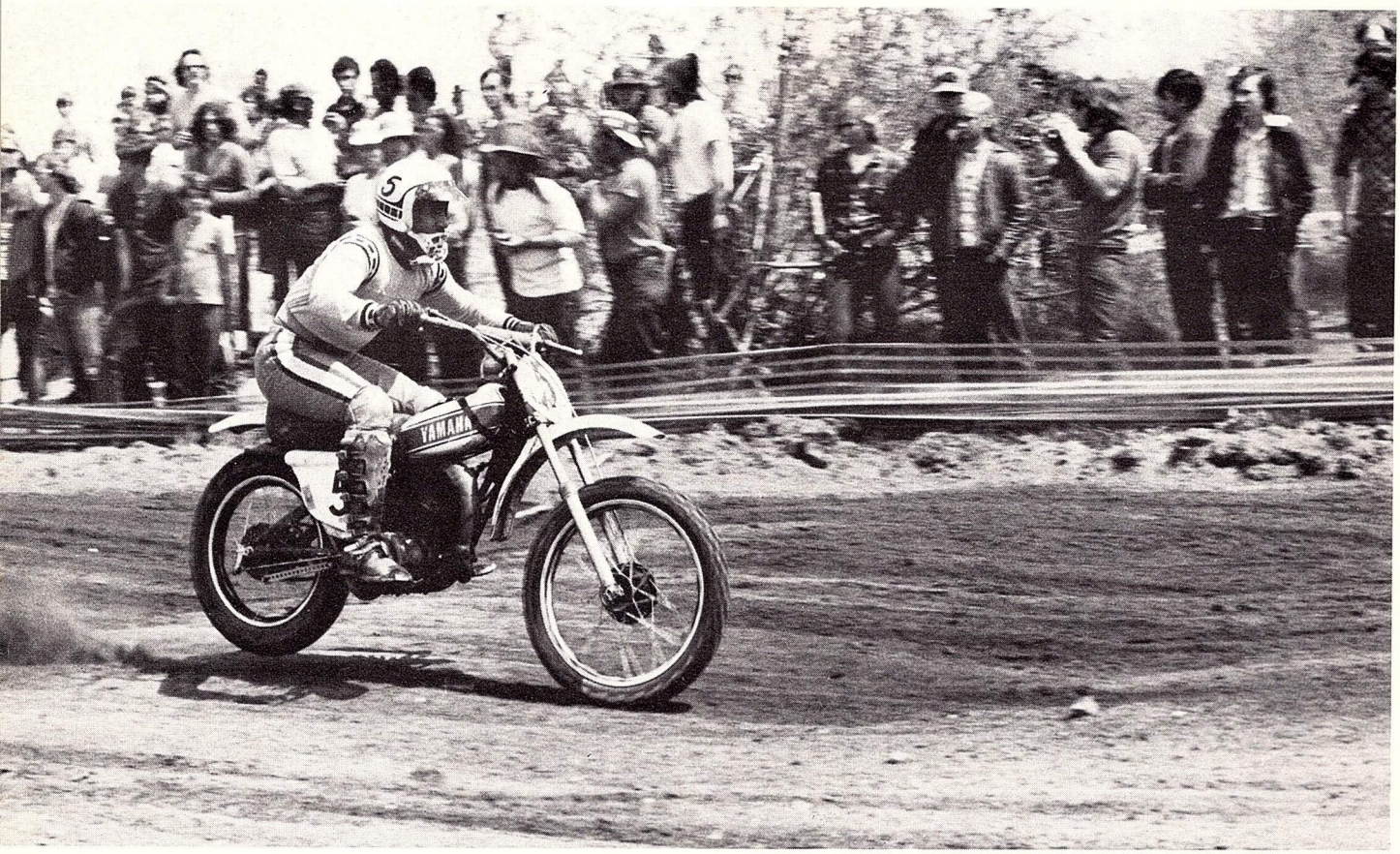


Sampling the fruits of victory.



(Russell photo)

Hart unveiled the first 125 monoshock at Hangtown in 1974.



An excellent indoor racer, Tim took the win in '74's Houston Astrodome.

Hart won at Hangtown in 1975, the only 125 National event not swept by Marty Smith.

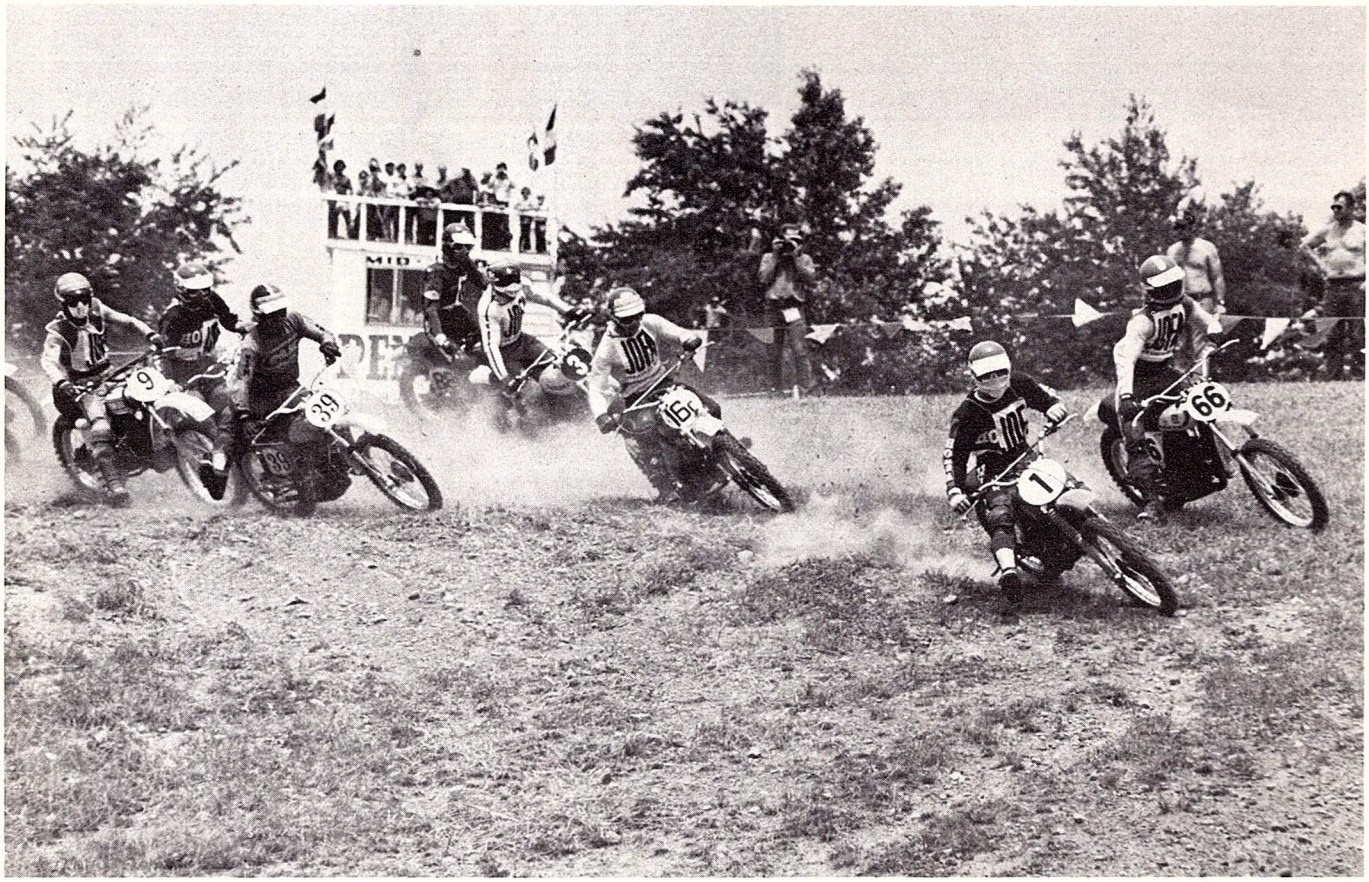
DAN TURNER, T&M HONDA

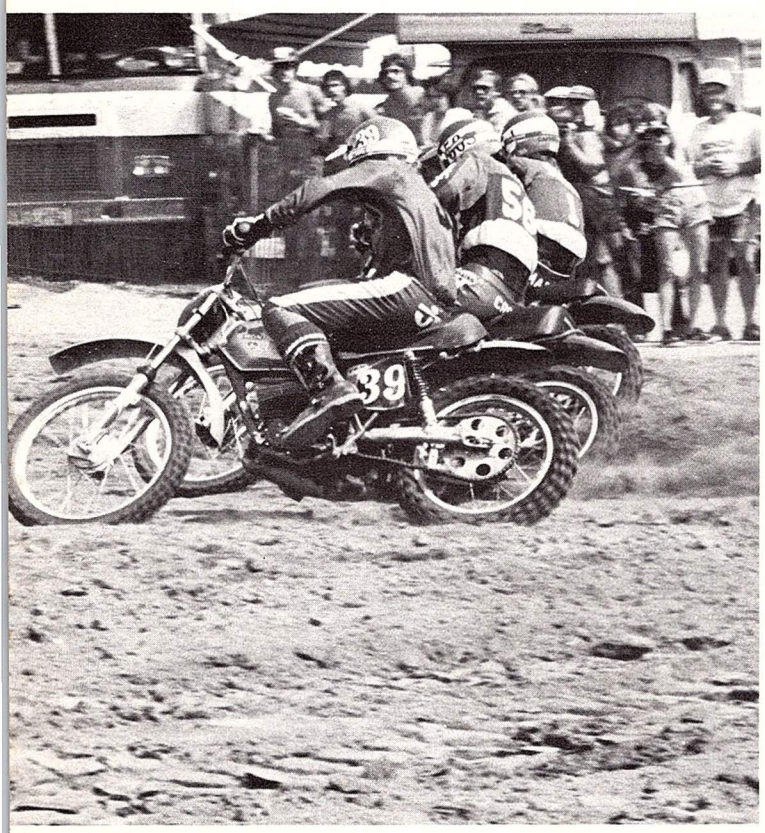
Danny Turner's on the move. The Placerville, California, native was the highest-placing non-factory rider in any National class, placing third in the 125 chase with a hard-finishing charge. Turner pushed his T&M Engineering Honda to a second overall at the New Orleans National, the final race of the season, and the 120 points that finish earned him edged him into third overall just ahead of Husqvarna rider Nils Nilsson. Whether Danny gets a factory ride this year or not, you can count on him finishing high in the standings. And if Marty Smith goes to Europe, who knows? We might have our first non-factory National Champion.

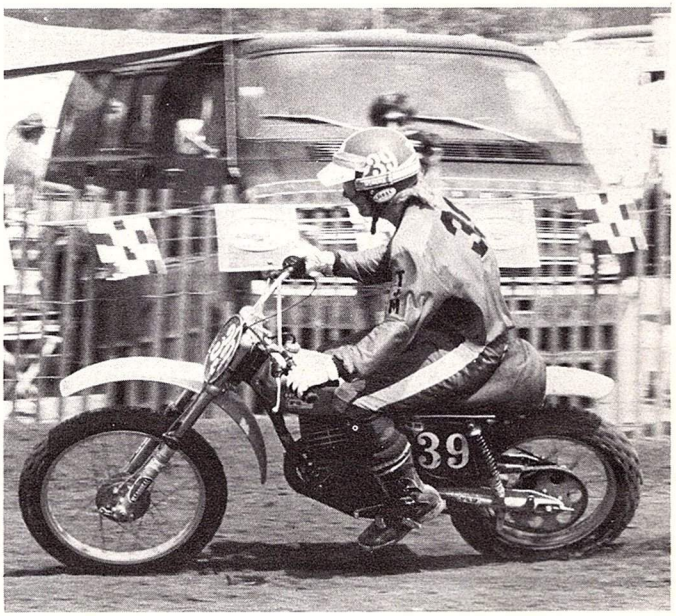
Turner led Smith briefly in the first moto, before the Champion came back to log another sweep.

Turner gases it as he fights to hold off Nilsson at the New Orleans National. (Heyberger photo)

Danny (#39) goes for the inside line at the 125 U.S.G.P. He finished fifth overall, with two sixth-place scores. (Gianatsis photo)



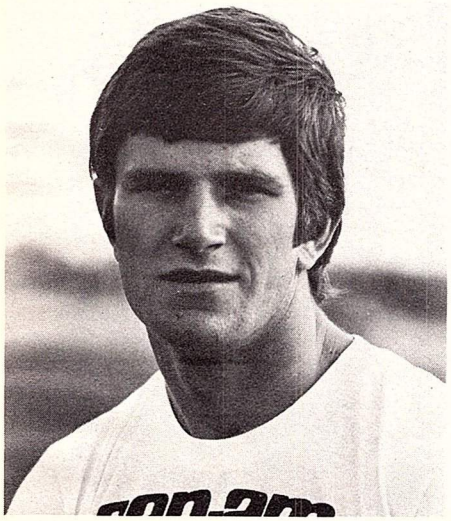




Turner, Tommy Croft and Marty Smith jam wheel-to-wheel into New Orleans' first turn.

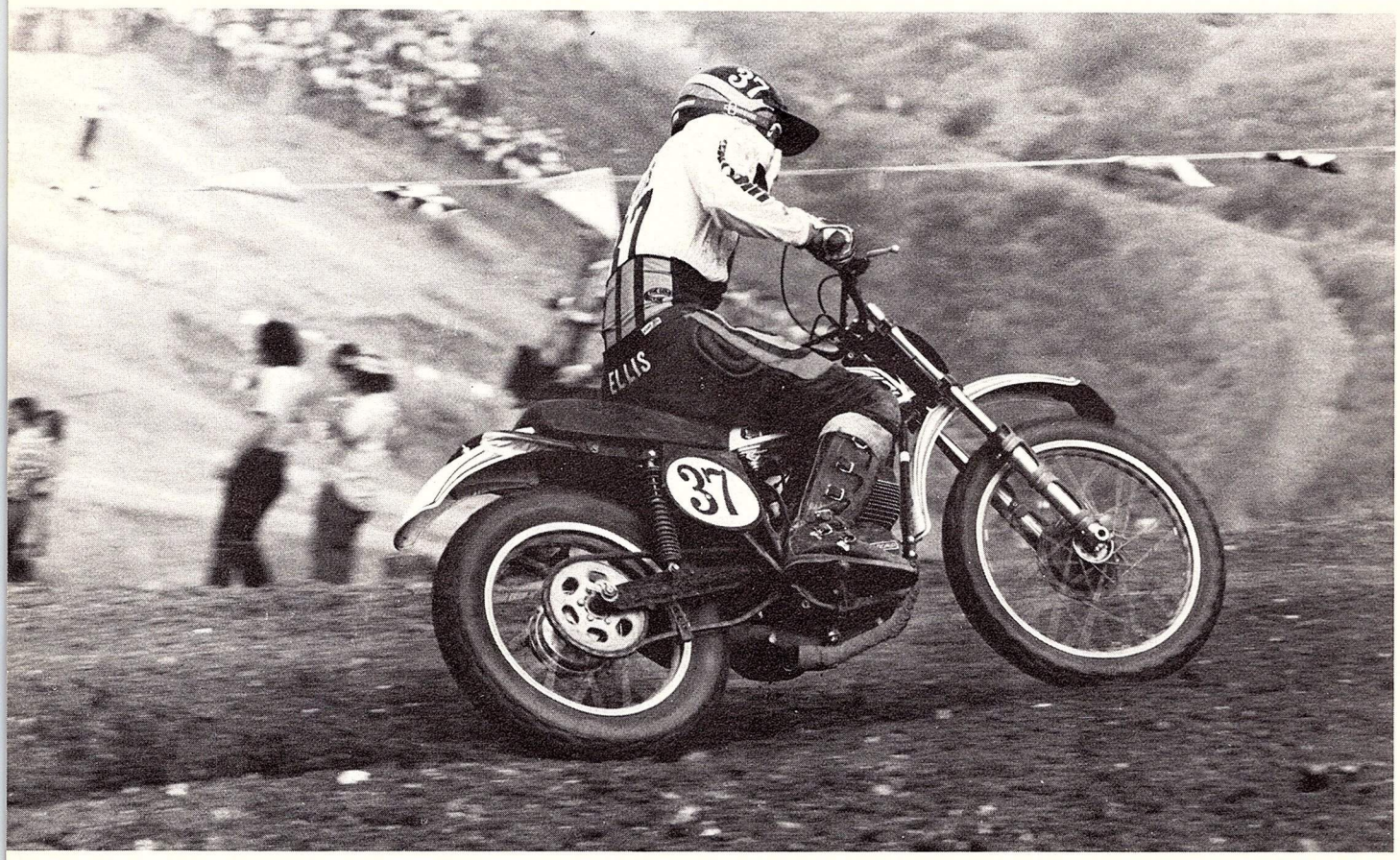
JIMMY ELLIS, CAN-AM

Jimmy Ellis was 1975's undisputed "King of the Artificial Tracks." Early in the season Ellis won the Yamaha Superseries of Motocross with a three-event sweep of the action at Texas Stadium in Dallas, Daytona and the Houston Astrodome. Then, in July, he aced out Zdenek Velky of Czechoslovakia for the Superbowl of Motocross win in Los Angeles. A 20-year-old from Cobalt, Connecticut, Jimmy began riding motorcycles at age eight. He had won eight individual New England motorcycle championships before he turned 18. After racing private Yamahas for a couple of years, Jim signed with Can-Am in 1974. An early season injury caused him to miss the first five events of the nine-race 250cc National Series, but Jimmy compiled enough points in the final four (he won two outright) to finish the season in third place. The fifth-place finisher in the 250 Nationals this year, Jimmy is tied for seventh on the AMA's all-time motocross win list with three National victories.



Jimmy Ellis.

Undisputed king of the indoor tracks, Ellis sails his Can-Am over one of the Astrodome's skyshot jumps.



Jimmy won 1975's Superbowl of Motocross by coming from behind to win the last two motos.

A fierce competitor, Jimmy is a threat in any national competition.

AMATEUR CHAMPIONS

Class winners in the 1975 Can-Am National Amateur Motocross Series.

Mark Barnett
Bridgeview, Illinois
125 Honda (Russell photo)

Michael McGowen
Spring Valley, California
250 Suzuki (Russell photo)

AMATEUR CHAMPIONS

Kenneth Adams
West Grove, Pennsylvania
380 CZ (Russell photo)

Brad Lackey, Husqvarna

COMERS

Brad Lackey was U.S. National 500 Champion in 1972, and one of the most popular riders on the national circuit, before going to Europe in 1974 to ride full-time on the grand prix circuit. Tenth in the world in his first full year of European competition, Brad finished sixth in 1975. He is considered to have an excellent chance of being world champion someday in the 500 class.

(B. C. photo)

Jim Pomeroy, Bultaco

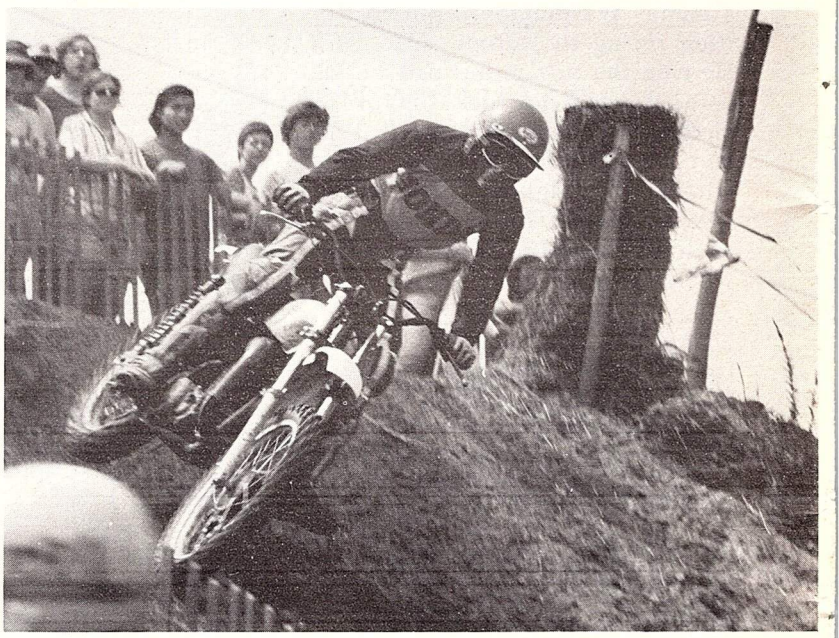
Jim Pomeroy is one of America's surest bets for a World Championship someday. A Bultaco rider from Yakima, Washington, "Bimbo" has been racing in Europe since 1973. He won the first grand prix he had entered when he took the overall victory in the Spanish round in 1973, and in 1975 he was the overall winner in Belgium. Jim finished seventh in the '75 standings. 1976 could be his year to challenge for the whole thing.

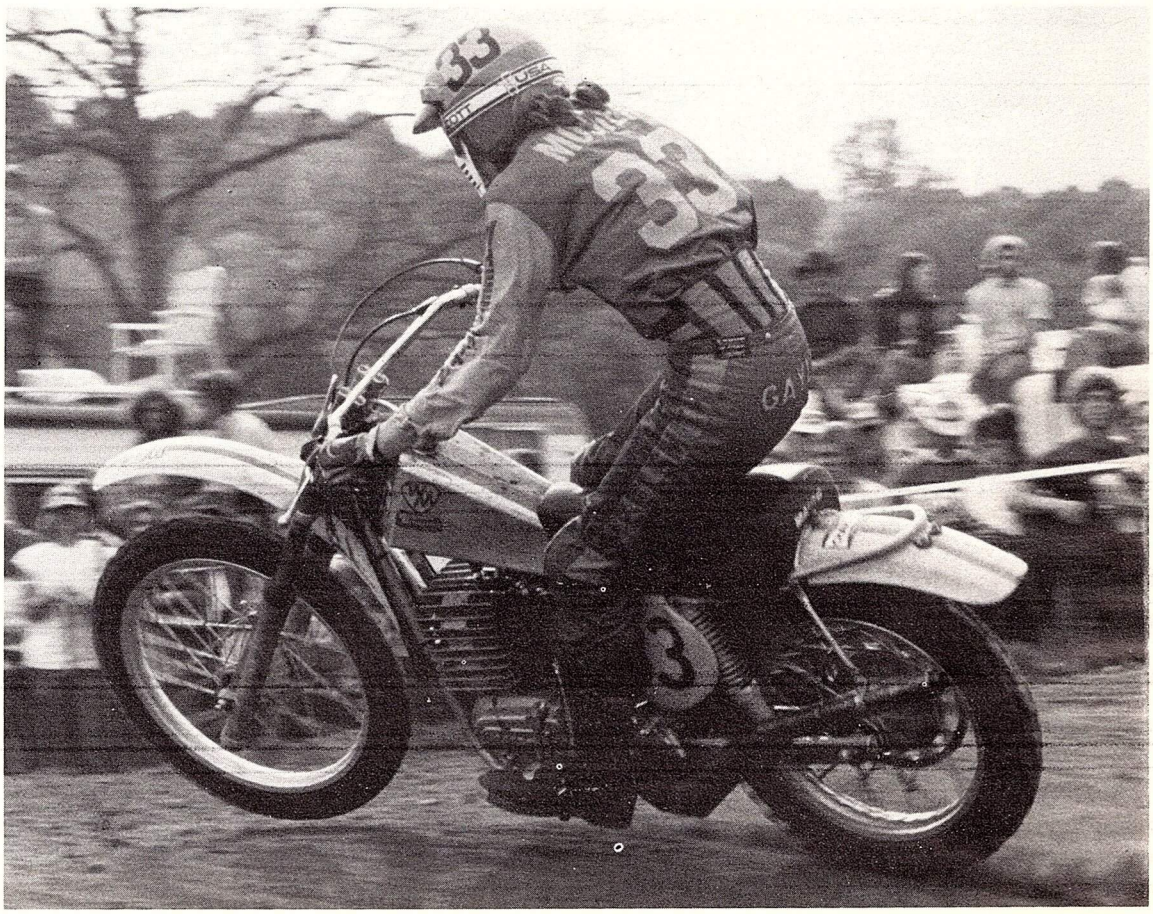
(Russell photo)

COMERS

Steve Wise, Bultaco
McAllen, Texas

Don Kudalski, Honda
Coral Springs, Florida
(B. C. photo)





Gaylon Mosier, Maico
Garden Grove, California

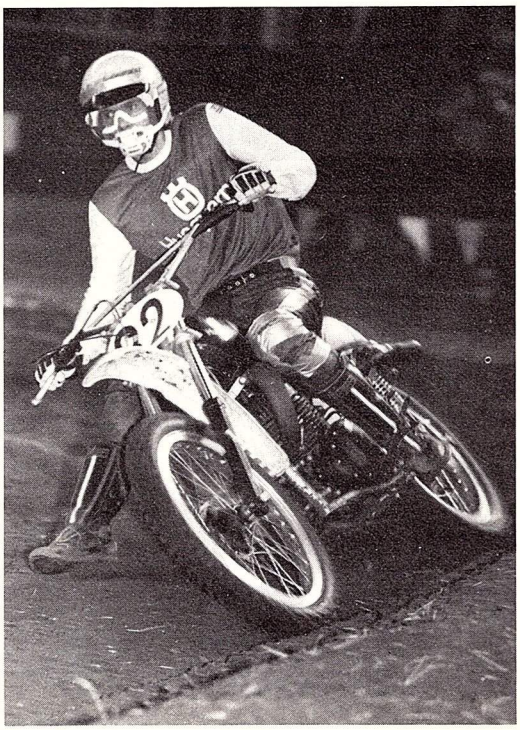
John Savitski, Bultaco
Atlas, Pennsylvania
(Heyberger photo)

Jim West, Maico
South Pasadena, California

COMERS

Tommy Croft, Honda
San Diego, California

Terry Clark, Husqvarna
Palmdale, California



John Joyner, Husqvarna
Plant City, Florida
(B. C. photo)

CHAMPIONSHIP RECORDS

500cc
WORLD MOTOCROSS CHAMPIONS

1957 Bill Nilsson, Sweden ..... Crescent/AJS
1958 Rene Baeten, Belgium ..... FN
1959 Sten Lundin, Sweden ..... Monark
1960 Bill Nilsson, Sweden ..... Husqvarna
1961 Sten Lundin, Sweden ..... Lito
1962 Rolf Tibblin, Sweden ..... Husqvarna
1963 Rolf Tibblin, Sweden ..... Husqvarna
1964 Jeff Smith, Great Britain ..... BSA
1965 Jeff Smith, Great Britain ..... BSA
1966 Paul Friedrichs, East Germany ..... CZ
1967 Paul Friedrichs, East Germany ..... CZ
1968 Paul Friedrichs, East Germany ..... CZ
1969 Bengt Aberg, Sweden ..... Husqvarna
1970 Bengt Aberg, Sweden ..... Husqvarna
1971 Roger DeCoster, Belgium ..... Suzuki
1972 Roger DeCoster, Belgium ..... Suzuki
1973 Roger DeCoster, Belgium ..... Suzuki
1974 Heikki Mikkola, Finland ..... Husqvarna
1975 Roger DeCoster, Belgium ..... Suzuki

250cc
WORLD MOTOCROSS CHAMPIONS

1963 Torsten Hallman, Sweden ..... Husqvarna
1964 Joel Robert, Belgium ..... CZ
1965 Viktor Arbekov, Czechoslovakia ..... CZ
1966 Torsten Hallman, Sweden ..... Husqvarna
1967 Torsten Hallman, Sweden ..... Husqvarna
1968 Joel Robert, Belgium ..... CZ
1969 Joel Robert, Belgium ..... CZ
1970 Joel Robert, Belgium ..... CZ
1971 Joel Robert, Belgium ..... Suzuki
1972 Joel Robert, Belgium ..... Suzuki
1973 Hakan Andersson, Sweden ..... Yamaha
1974 Guenady Moiseev, U.S.S.R. ..... KTM
1975 Harry Everts, Belgium ..... Puch

125cc
WORLD MOTOCROSS CHAMPIONS

1975 Gaston Rahier, Belgium ..... Suzuki

500cc
NATIONAL MOTOCROSS CHAMPIONS

1972

1) Brad Lackey, Pinole, CA ..... CZ/Kawasaki
2) Gary Jones, Hacienda Heights, CA ..... Yamaha
3) Wyman Priddy, Ft. Worth, TX ..... CZ
4) Rich Thorwaldson, Cerritos, CA ..... Suzuki
5) Jim Pomeroy, Yakima, WA ..... Bultaco
6) Bryan Kenny, Cleveland, OH ..... Maico
7) Jim Weinert, Middletown, NY ..... Yamaha
8) Mike Runyard, West Covina, CA ..... CZ
9) Gary Chaplin, Cayucos, CA ..... Maico
10) Mark Blackwell, Mission Viejo, CA ... Husqvarna

1973

1) Pierre Karsmakers, Mission Viejo, CA ... Yamaha
2) Mike Runyard, Whittier, CA ..... Suzuki
3) Peter Lamppu, Sherman Oaks, CA .... Kawasaki
4) Gary Semics, Lisbon, OH ..... Husqvarna
5) Brad Lackey, Pinole, CA ..... Kawasaki
6) Tim Hart, Torrance, CA ..... Yamaha
7) Rich Thorwaldson, Cerritos, CA ..... Suzuki
8) Mike Hartwig, Hadley, MI ..... Husqvarna
9) Tony DiStefano, Bristol, PA ..... CZ
10) Wyman Priddy, Ft. Worth, TX ..... CZ/Kawasaki

1974

1) Jim Weinert, Mission Viejo, CA ..... Kawasaki
2) Tony DiStefano, Morrisville, PA ..... CZ
3) Steve Stackable, Austin, TX ..... Maico
4) Gary Semics, Lisbon, OH ..... Husqvarna
5) Mike Hartwig, Hadley, MI ... Yamaha/Husqvarna
6) Bryar Holcomb, Sunland, CA ..... Maico
7) Terry Clark, Palmdale, CA ..... Husqvarna
8) Rex Staten, Fontana, CA ..... Honda
9) Gary Chaplin, Cayucos, CA ..... Maico
10) Mike Runyard, Mission Viejo, CA ..... Suzuki

1975

1) Jim Weinert, Laguna Beach, CA ..... Yamaha
2) Steve Stackable, Austin, TX ..... Maico
3) Pierre Karsmakers, Mission Viejo, CA .... Honda
4) Bill Grossi, Santa Cruz, CA ..... Suzuki
5) Kent Howerton, San Antonio, TX .... Husqvarna
6) Gary Semics, Lisbon, OH ..... Kawasaki
7) Brad Lackey, Pinole, CA ..... Husqvarna
8) Marty Smith, San Diego, CA ..... Honda
9) Terry Clark, Palmdale, CA ..... Husqvarna
10) Tony DiStefano, Morrisville, PA ..... Suzuki

(Morey photo)

RECORDS

(Morey photo)

250cc
NATIONAL MOTOCROSS CHAMPIONS
1972

1) Gary Jones, Hacienda Heights, CA ..... Yamaha
2) Jim Weinert, Middletown, NY ..... Yamaha
3) Gunnar Lindstrom, S. Plainfield, NJ .. Husqvarna
4) Peter Lamppu, Sherman Oaks, CA ..... Montesa
5) Bob Grossi, Brookdale, CA ..... Husqvarna
6) Mike Runyard, West Covina, CA ..... Montesa
7) Bill Cooke, Carlton, OR ..... Maico
8) Bob Harris, Windsor, NY ..... Ossa/Bultaco
9) Sonny DeFeo, Port Washington, NY ..... CZ
10) Tony Wynn, Sherwood, AR ..... CZ

1973

1) Gary Jones, Hacienda Heights, CA ..... Honda
2) Rich Thorwaldson, Cerritos, CA ..... Suzuki
3) Bob Grossi, Santa Cruz, CA .. Honda/Husqvarna
4) Jim Weinert, Middletown, NY ..... Kawasaki
5) Tim Hart, Torrance, CA ..... Yamaha
6) Marty Tripes, Santee, CA ..... Honda
7) Pierre Karsmakers, Mission Viejo, CA ... Yamaha
8) Gary Chaplin, Cayucos, CA ..... Maico
9) DeWayne Jones, Hacienda Heights, CA .. Honda
10) Jim Pomeroy, Yakima, WA ..... Bultaco

1974

1) Gary Jones, Hacienda Heights, CA ..... Can-Am
2) Marty Tripes, Santee, CA ... Husqvarna/Can-Am
3) Jim Ellis, Cobalt, CT ..... Can-Am
4) Rich Thorwaldson, Cerritos, CA ..... Suzuki
5) Bill Grossi, Santa Cruz, CA ..... Honda
6) Kent Howerton, San Antonio, TX .... Husqvarna
7) Peter Lamppu, Sherman Oaks, CA ..... Montesa
8) Frank Stacy, Cheektowaga, NY ..... Ossa
9) Ken Zahrt, Woodland Hills, CA ..... Bultaco
10) Ron Pomeroy, Yakima, WA ..... Bultaco

1975

1) Tony DiStefano, Morrisville, PA ..... Suzuki
2) Kent Howerton, San Antonio, TX .... Husqvarna
3) Bill Grossi, Santa Cruz, CA ..... Suzuki
4) Jim Weinert, Laguna Beach, CA ..... Yamaha
5) Jim Ellis, Cobalt, CT ..... Can-Am
6) Mike Runyard, Whittier, CA ..... Can-Am
7) Steve Stackable, Austin, TX ..... Maico
8) Marty Smith, San Diego, CA ..... Honda
9) Gaylon Mosier, Garden Grove, CA ..... Maico
10) John Savitski, Atlas, PA ..... Bultaco

125cc
NATIONAL MOTOCROSS CHAMPIONS
1974

1) Marty Smith, San Diego, CA ..... Honda
2) Bruce McDougal, Orange, CA ..... Honda
3) Chuck Bower, Anaheim, CA ..... Honda
4) Mickey Boone, Winston-Salem, NC ..... Honda
5) Tim Hart, Torrance, CA ..... Yamaha
6) Jim Ellis, Cobalt, CT ..... Can-Am
7) Jeff Foland, San Diego, CA ..... Honda
8) Dan Turner, Placerville, CA ..... Honda
9) Robert Haag, Newport Beach, CA .... Husqvarna
10) Vincent Clark, Lompoc, CA ..... Suzuki

1975

1) Marty Smith, San Diego, CA ..... Honda
2) Tim Hart, Torrance, CA ..... Yamaha
3) Dan Turner, Placerville, CA ..... Bultaco
4) Nils-Arne Nilsson, San Diego, CA .... Husqvarna
5) Bruce McDougal, Orange, CA ..... Yamaha
6) Gary Wise, McAllen, TX ..... Honda
7) Mike Kessler, Farmingdale, NJ ..... Husqvarna
8) Mickey Boone, Winston-Salem, NC ..... Honda
9) Warren Reid, Westminster, CA ..... Honda
10) Tommy Croft, San Diego, CA ..... Honda

250cc
INTER-AMA MOTOCROSS CHAMPIONS

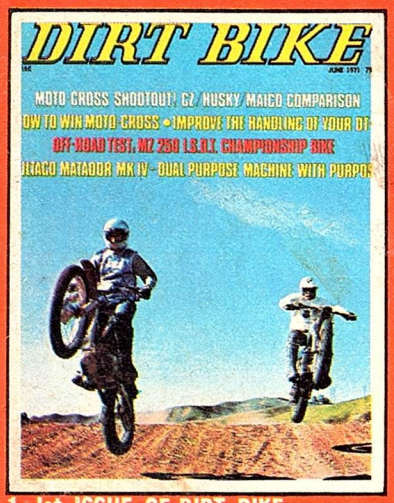
1971 Vlastimil Valek, Czechoslovakia ..... CZ
1972 Gary Jones, U.S.A. ..... Yamaha
1973 Heikki Mikkola, Finland ..... Husqvarna
1974 Zdenek Velky, Czechoslovakia ..... CZ
1975 Tony DiStefano, U.S.A. ..... Suzuki

500cc
TRANS-AMA MOTOCROSS CHAMPIONS

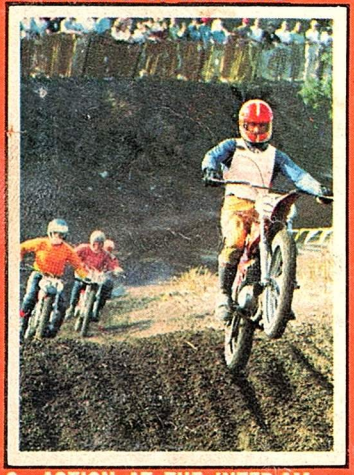
1970 Dave Nicoll, Great Britain ..... BSA
1971 Sylvain Geboers, Belgium ..... Suzuki
1972 Ake Jonsson, Sweden ..... Maico
1973 Adolf Weil, West Germany ..... Maico
1974 Roger DeCoster, Belgium ..... Suzuki

YAMAHA
10

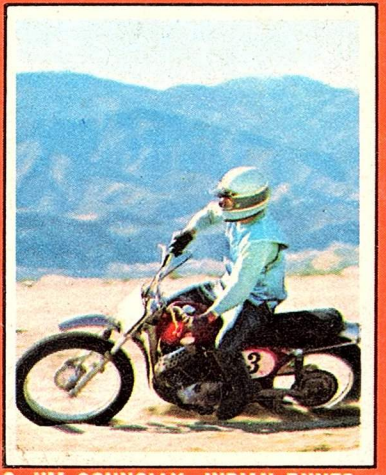
DIRT BIKE COLOR ACTION POSTERS


DIRT BIKE
MOTO CROSS SHOOTOUT! CZ/ HUSKY MAICO COMPARISON
OW TO WIN MOTO CROSS • IMPROVE THE HANDLING OF YOUR OT
OFF-ROAD TEST: MZ 250 I.S.D.T. CHAMPIONSHIP BIKE
ITACO MATADOR MK IV - DUAL PURPOSE MACHINE WITH PURPOS

1. Ist ISSUE OF DIRT BIKE

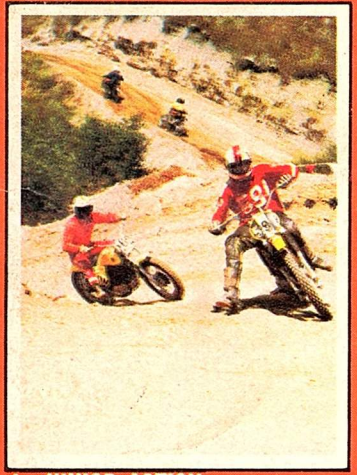


2. ACTION AT THE INTER-AM

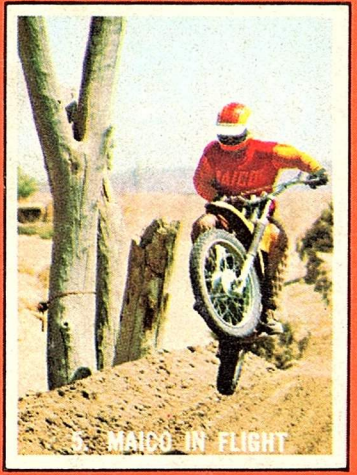


3. JIM CONNOLLY INDIAN DUNES

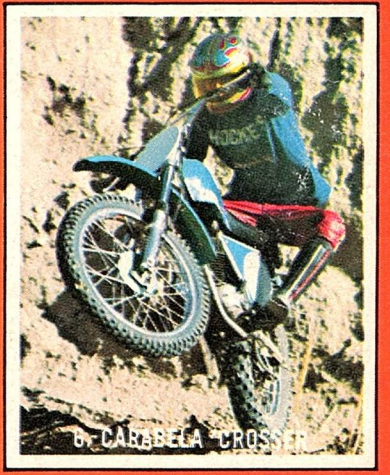
Got a section of wall that measures 17 x 22 inches? Any old wall will do. Now, here's how to make that wall worth looking at. Hang up one or more of these far-out, blow-mind, trick action posters. The cost? It's right. Just $2.50 each (plus 25¢ postage and handling), $7.50 for any four posters that catch your eye (plus a half a buck for postage and handling). Or go all the way and do up an entire room — $14.00 will get you all eight (of course that same 50¢ added for postage and handling). Order now — that empty wall can't be that interesting to look at.



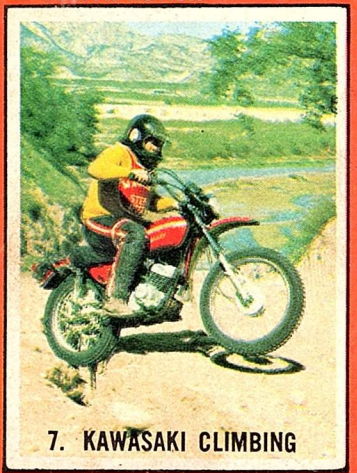
4. JUNIOR ACTION



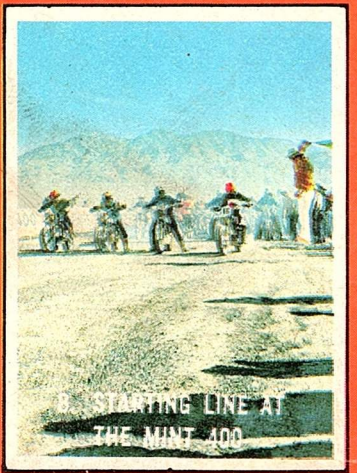
5. MAICO IN FLIGHT



6. CARABELA CROSS



7. KAWASAKI CLIMBING



8. STARTING LINE AT THE MINT 400

PLUS PRODUCTS, INC. MXC-1

P.O.Box 14945
Las Vegas, Nevada 89114

Enclosed is check or money order for $_____.
Poster No. 1.☐ 2.☐ 3.☐ 4.☐ 5.☐ 6.☐ 7.☐ 8.☐
$ 2.50 ea. plus 25¢ postage
$ 7.50 any four plus 50¢ postage
$14.00 any eight plus 50¢ postage

Name_____
Address_____
City_____
State_____ Zip_____